1915

T - 18

NWF
So Dk

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11.8.
224
192
142
96
1171.2
60
1057
1038
123.5

Healdsburg	" 32	Check - Spur for Shell Oil Co. ✓	4-8-15
Healdsburg	" 34	Location - Tracks at Grant Grave / Spur. ✓	4-8-15
"	35	" of Water Columns ✓	
Larkspur	36-38	" Creek at 2-36" Concrete Pipes ✓	4-12-15
Monte Rio	42-52	Ties to North Shore Land Co. Subdivision ✓	
Duncans Mills	53	Floor Plan - Depot ✓	
Geyserville	54	Prop. lowering of Culvert ✓	
Santa Rosa	56-61	Location of Creek ✓	
Willits	62-62½	Standard Oil Co. - Prop. Spur ✓	

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Ignacio	" 10	Proposed Fence Extension ▽ Ditch Changes ✓	1-21-15
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Sears Pt.	" 12-13	Quarries - Locating Ellwood Fence ✓	1-26-15
Schellville	" 14	Locating 36" Concrete Pipe ✓	
Sebastopol	" 15-16	Enterprise Brew. Co. ▽ Berry Grower's Spur ✓	2-16-15
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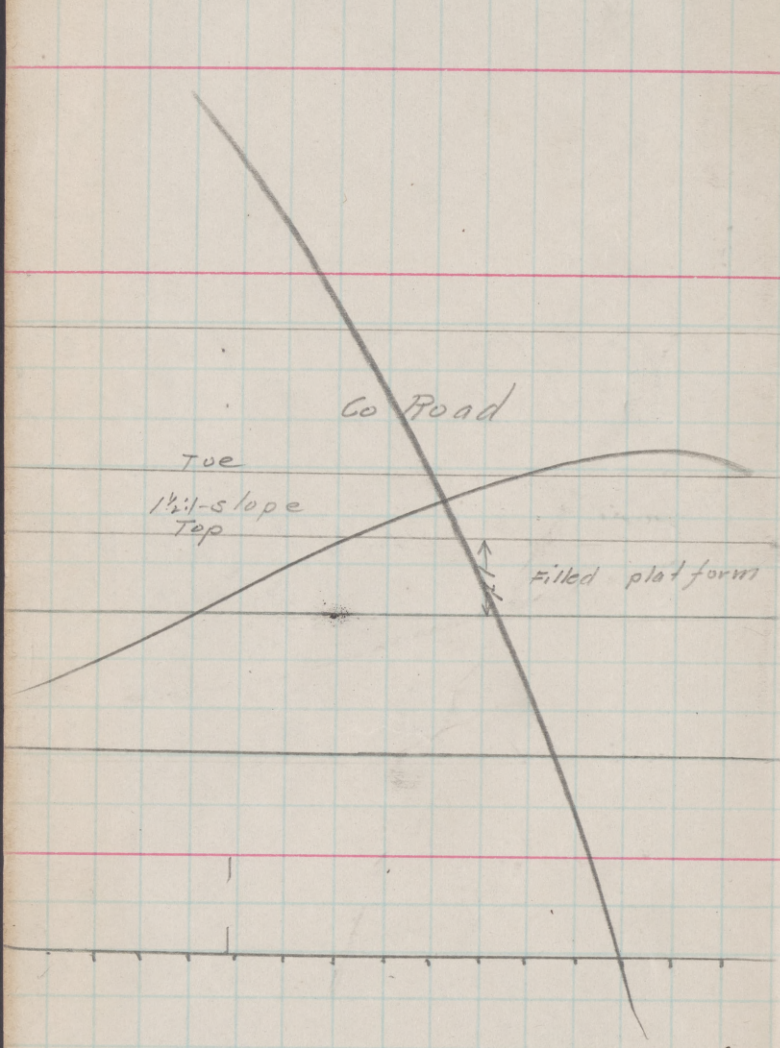
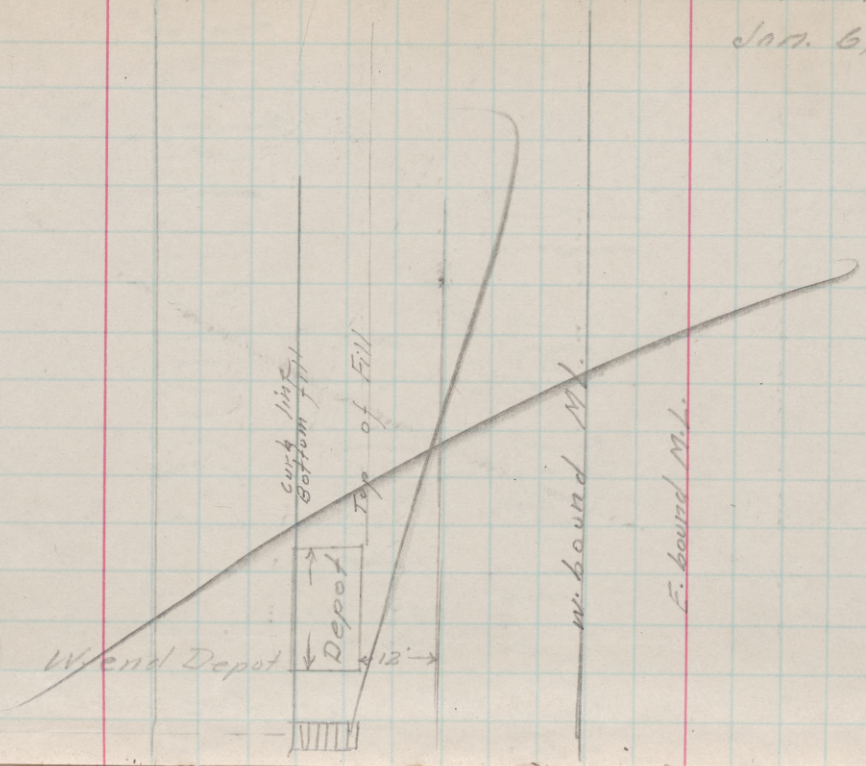
Manor	" 31	Survey of Ground - Prop. to Buy ✓	4-6-15


Co Road
Toe
1½:1-slope
Top
Filled platform

FAIRFAX - PROPOSED IMPROVEMENTS (2)

Jan. 6, 15.

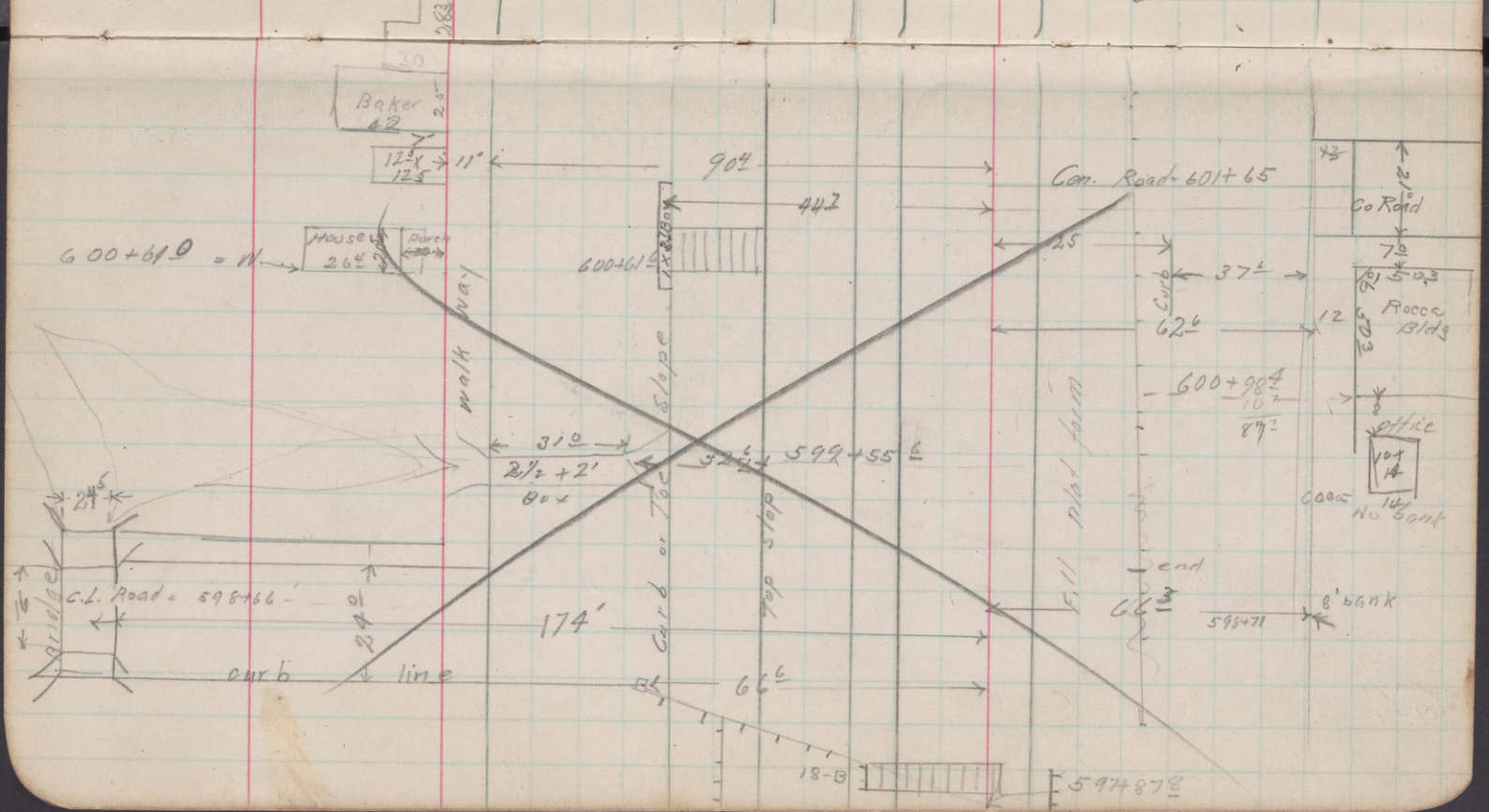
J.F.B.
W.J.A
G.L.B.

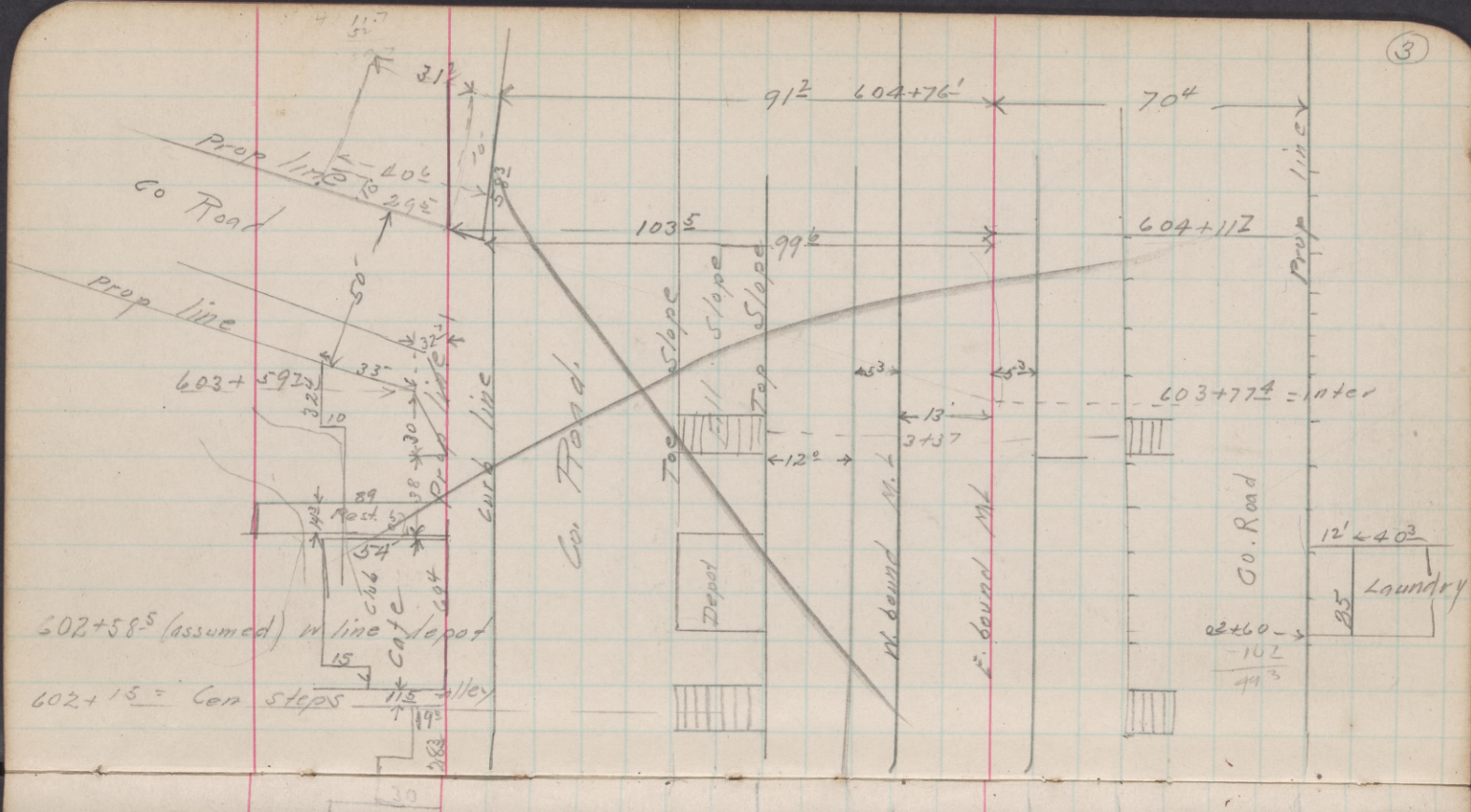


602+58.5 (assumed) W. end Depot

602+15 C. steps

C
~~687+66~~


Baker
42
30
12.5 x 12.5
11°
90'
44.2
600+61.0
House
26'
Porch
walk
Slope
600+61.0
Con. Road 601+65
25
Curb
37'
62.6
12
Co Road
Rocco Bldg
600+98.7
10.7
87.2
office
10x14
No bank
8' bank
599+55.6
3.1°
2½ + 2'
Box
32.4
24.5
Bridge
C.L. Road = 598+66
Curb or Toe
Top Slope
Fill
Flat farm
end
66.3
598+71
174'
curb
line
66.6
18-B
597+87.8


Prop line
Co Road
prop line
603+59
curb line
Co. Road
Toe Slope
Fill Slope
Top
Depot
Rest
Cafe
603+77 = Inter
604+11
Prop line
Co. Road
Laundry
602+58.5 (assumed) N line depot
602+15 = Cen steps
Alley

604+00

603+00

602+00

601+00

600+00

599+00

598+55

597+90

FAIRFAX Proposed Improsed

Levels for relative elevations

J.F.B. Jan. 7. '15

(5)

Sta. or Location	+S	H.I.	−S	Elev.
B.M. on N.E. Cor Lt. End coping of 18-C				El:= 111.667
	7.70	119.37		
598+6.5 = ℄ R.R.			7.80	111.57
opp 598+65 = ℄ Wagon Road			11.1	108.27
603+00 = ℄ R.R.			4.3	115.07
opp 603+00 = ℄ Wagon Road			10.8	108.57
605+0.0 = ℄ R.R.			2.8	116.57
opp 605+00 = ℄ Wagon Road			5.6	113.77

X. Sections ~~from~~ orc ℄ R.R. 300' each side Depot.

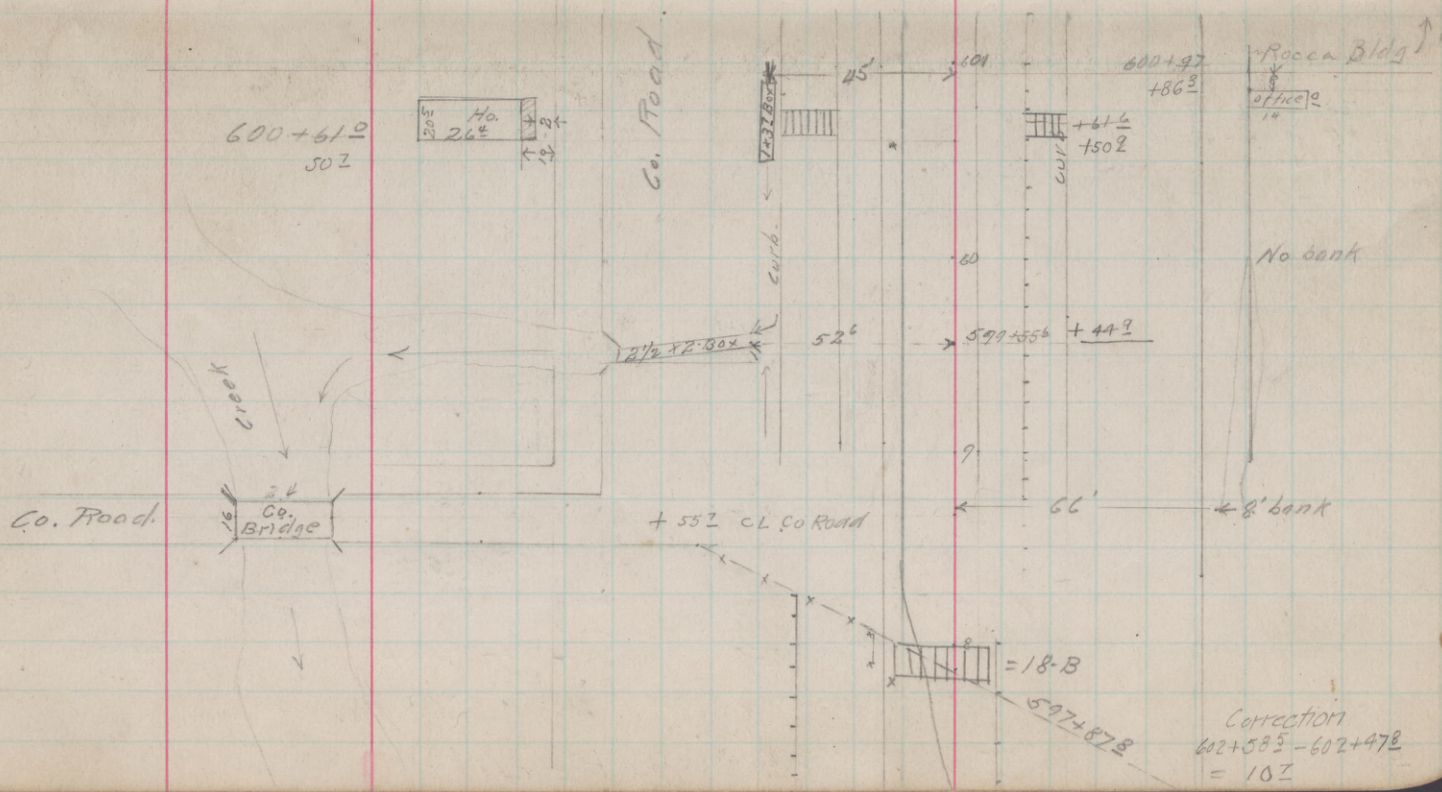
-LT-

606+00 Curb 79 −1.0 / 79 CR / 54 −1.0 / 54 +0.4 / 32 +0.7 / 15 0 / C −0.7 / 17

-RT-

−1.4 / 20 −2.1 / 26 −4.0 / 27 −2.5 / 28 CR −1.3 / 44 −1.7 / 52 −0.6 / 62

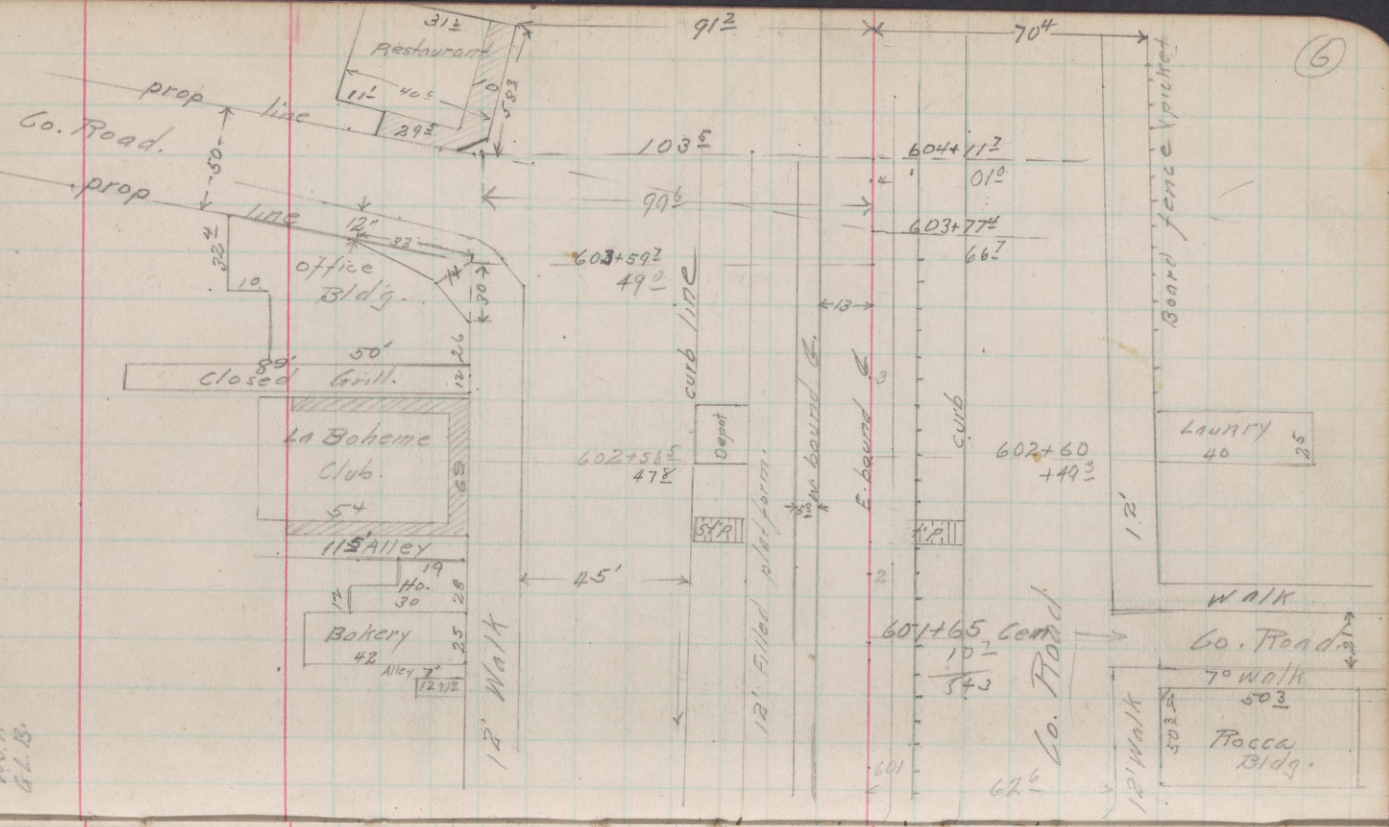
605+00 −2.7 / 88 CR / 70 −2.1 / 70 +0.3 / 28 +0.6 / 15 0 / C +0.1 / 5 +0.1 / 5.5 −2.1 / 27 −2.0 / 41 CR / 41 −3.0 / 50 −2.4 / 60 −3.4 / 70


600+61.0
50 Z
No. 26 ℄
2.5
8.4
1.3
Co. Road
2½ x 2.80 x ½
52 ℄
Creek
Co. Road
16
8.4
Co. Bridge
+ 55 Z CL Co Road
+37.80 x
Curb.
25'
101
60
9
599+55.6
+44.9
600+97
+86.3
Rocca Bldg
Office
14
+61.6
+50.2
Curb
No bank
66'
8' bank
=18-B
597+87.8
Correction
602+58.5 - 602+47.8
= 10.7

FAIRFAX.

Proposed Improvements

Jan. 5-1915



J.F.B.
W.L.A.
G.L.B.

609+75 — Curb 49 | +11.5 49 | CR 37 | +11.5 37 | F 20 | +10.2 19 | +2.4 11 | +3.9 C | +1.2 40

609+00 — Curb 49 | +12.5 49 | CR 36 | +12.7 36 | F 22 | +11.6 20 | +1.8 9.2 | +1.8 5 | +3.5 C | 0 4

608+50 — Curb 53 | +10.5 53 | CR 40 | +10.7 40 | F 26 | +11.2 24 | +4.2 13 | +2.0 10 | +1.2 5 | +2.9 C ← = 15' L/o of M. L. 0 36 Rt. sp.pt

608+00 — Curb 56 | +8.6 56 | CR 42 | +8.4 42 | F 26 | +6.3 24 | +1.3 17 | +0.3 5 | 0 C

607+75 — Curb 56 | +7.2 56 | CR 43 | +7.3 43 | F 27 | +5.3 27 | +3.9 20 | +1.4 18 | +0.6 5 | 0 C

607+50 — Curb 55 | +5.3 55 | CR 44 | +5.7 44 | F 31 | +5.0 31 | +2.0 26 | +0.7 4.5 | 0 C

607+00 — Curb 56 | +2.2 56 | CR 45 | +2.3 45 | +0.9 34 | +0.1 19 | 0 C | 0 C

0 C = sp.pt ℄.

FAIRFAX Proposed Improvements

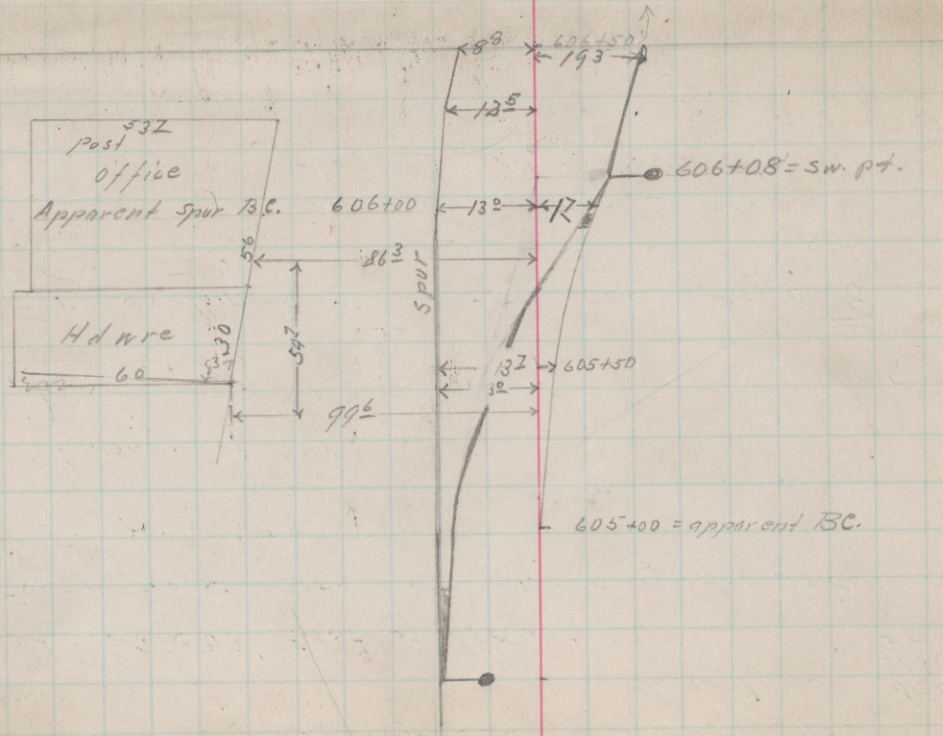
Jan. 7-15 J.F.B. W.J.A. G.L.B.

Cross Sections 500' East of Depot.
For improvement of Unloading facilities

F = fence
C.R. = Crown of road.

For explanatory sketch see Page #8

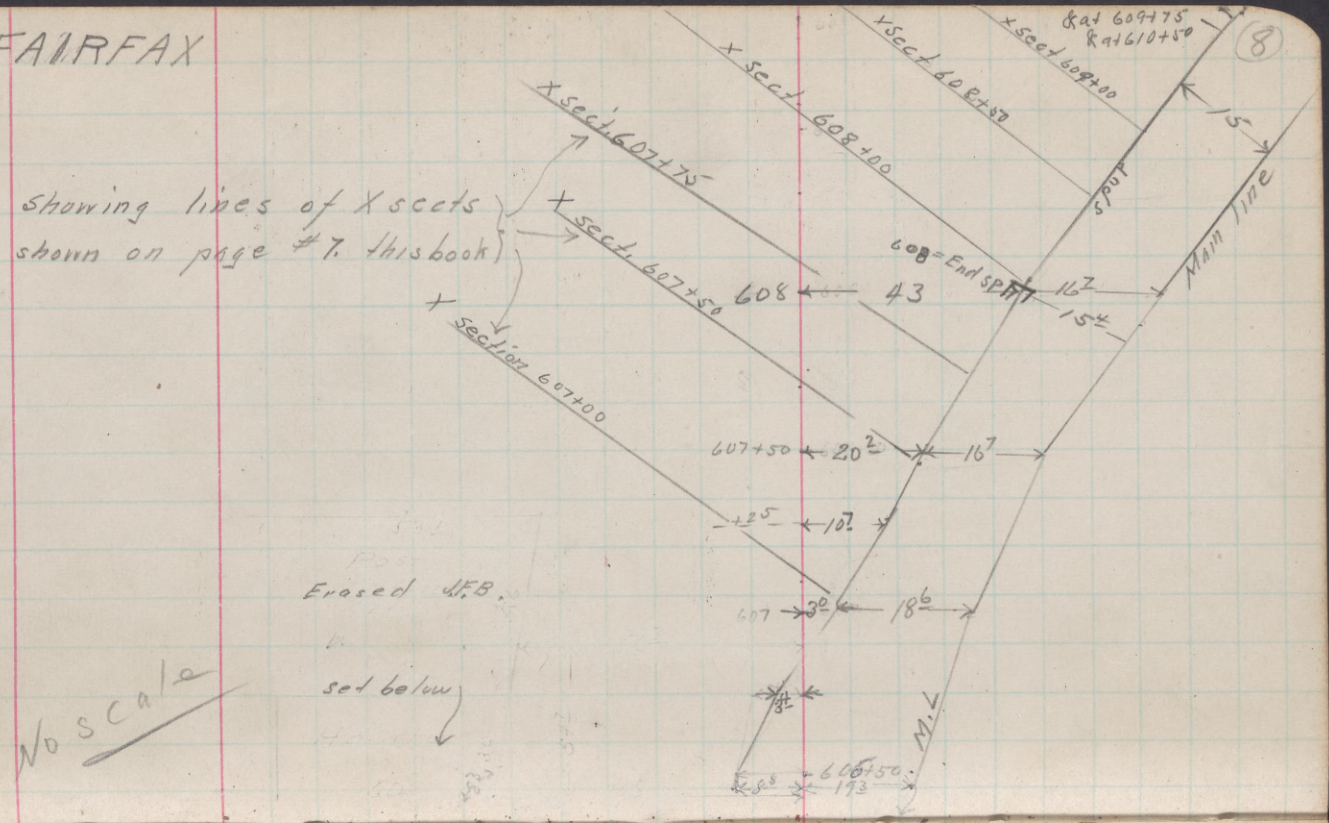
610+50 60/40 00



605+50 = W. Line Hdw bldg

Pt. 5 = 604+53.3

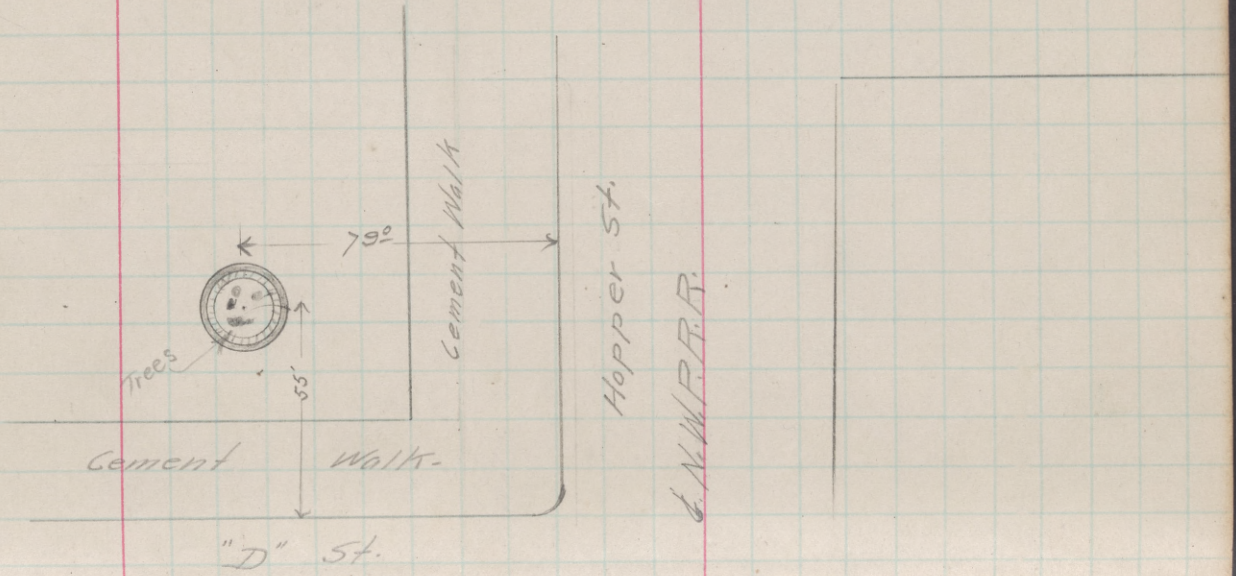
FAIRFAX

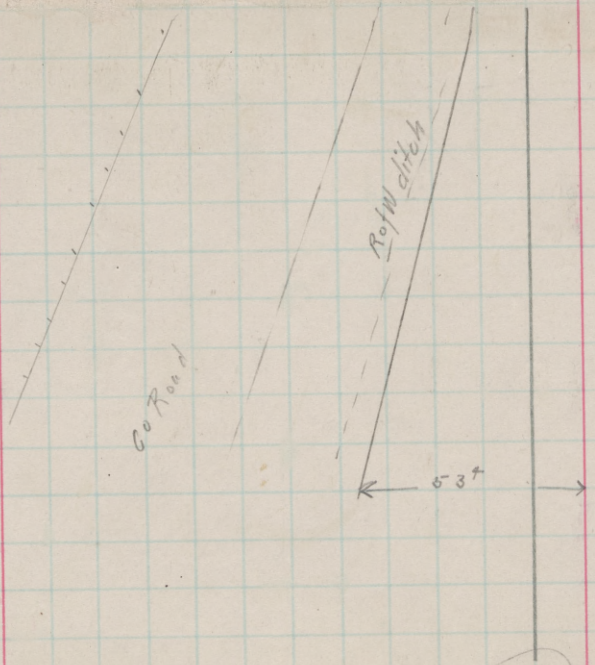

showing lines of Xsects
shown on page #7. this book)
Xsect 607+75
Xsect 607+50
Xsect 608+00
Xsect 608+50
Xsect 609+00
&at 609+75
&at 610+50
Section 607+00
608
43
608 = End SPUR
SPUR
Main line
15
16.7
15.4
607+50
20.2
16.7
+25
10.7
607
3.0
18.6
Erased 4.F.B.
set below
No Scale
M.L.
606+50
19.3

PETALUMA Curbing around Trees

Jan. 12 - 15

J.F.B.
F.L.B.
J.J.F.





Cross section notes on Page 11.

1228+00

IGNACIO - Proposed Fence Extension & Ditch Change. (10)

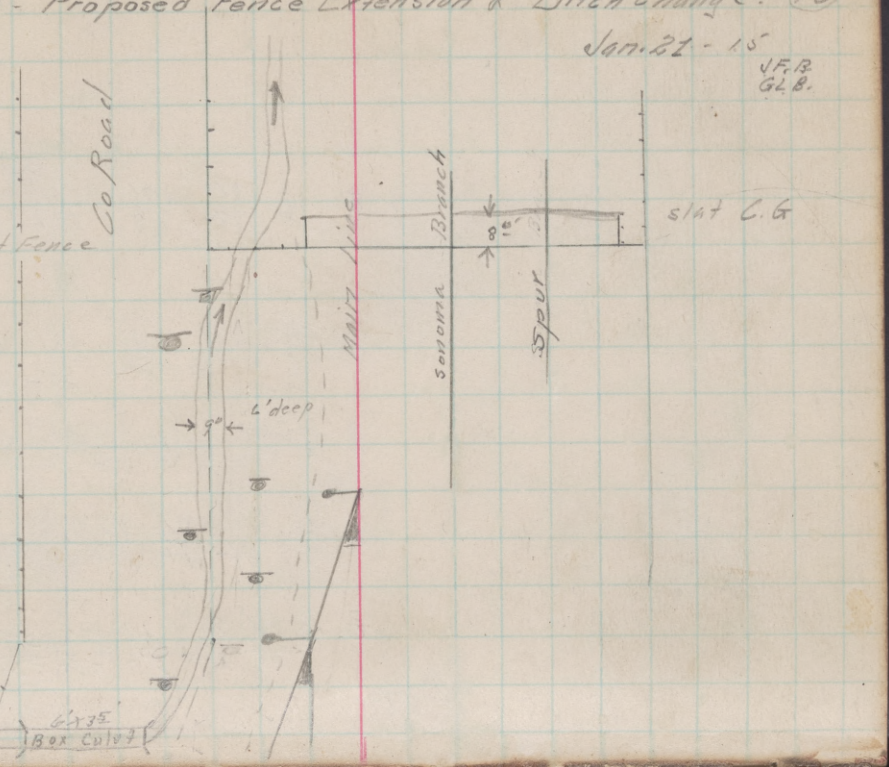
Jan. 21 - 15

J.F.B.
G.L.B.

Do not check
GAB

OK

12 33 + ~~25~~ 5 ←	Fence Xing & Present end of fence
33 + ~~33~~	Tel pole 23' Lt
32 + 88	Tel pole 26' Lt
32 + 25	Tel pole 17' Lt
12 31 + 98	Pt. SW
31 + 54	Tel pole 36' Lt
31 + 15	Tel pole 20' Lt
12 30 + 77	Pt. SW
30 + 50	Tel pole 44 ± Lt
1229 + 72	Culvert 50' Lt



32+00

CR											
53	+44 53	+34 44	+26 37	+24 30	-21 25	-21 22	+25 19	+25 16	-10 11	0 8	0

32+50

CR											
52	+36 52	+34 44	+23 37	+30 28	-22 23	-21 21	+18 18	+18 15	-12 9	0 5	0

33+00

CR											
52	+34 52	+20 34	+25 29	-10 20	-21 18	-21 16	0 13	0 13	-13 10	0 5	0

1233+38

CR											
52	+34 52	+20 34	+24 25	+13 18	-20 15	-20 13	-08 10	-08 7	0 5	0	

1233+50

F							
25	+30 25	+31 19	-22 14	-22 11	0 8	0	

IGNACIO Cross Sections Proposed Fence Exten (11)

Jan. 21- 15

J.F.B. - G.L.B.

29+60 Edg Rd. 63 / +3.2 63 / +4.4 35 / -1.2 30 / -1.2 28 / 0 27 / 0.0

= Base of rail = 0.0

29+72 Culvert 63 / +0.2 63 / -1.0 50 / +3.1 44 / +3.4 34 / -1.2 29 / -1.0 27 / 0 25 / 0.0

30+00 CR 70 / +5.4 70 / +5.0 63 / +3.4 56 / +3.2 44.5 / -0.6 41 / -0.6 39 / +3.2 36.5 / +4.8 32 / -1.4 27 / -1.2 25 / 0 22 / 0.0

For

30+50 CR 61 / 5.4 61 / +5.0 55 / +4.0 50 / +3.0 39 / -0.6 36 / -0.6 34 / +2.7 20.5 / +4.2 27.0 / -1.4 23 / 0 19 / 0.0

31 CR 57 / +5.4 57 / +5.4 49 / +3.8 40 / +4.1 35.0 / -1.6 30 / -1.6 26 / +3.8 24.2 / +3.8 22.2 / -1.2 15.2 / -1.2 14.2 / 0 13 / 0.0

31+50 CR 54 / +5.2 54 / +4.5 47 / +3.4 39.5 / +4.1 30.5 / -2.0 22.0 / -2.0 23.2 / +3.2 19 / +3.8 17 / -1.0 12.2 / -0.8 10.3 8.2 / 0.0

94+87

94+62.5 East end } Trestle 34-A

94+15.5 West end }

494+00 Second break in Ellwood fence

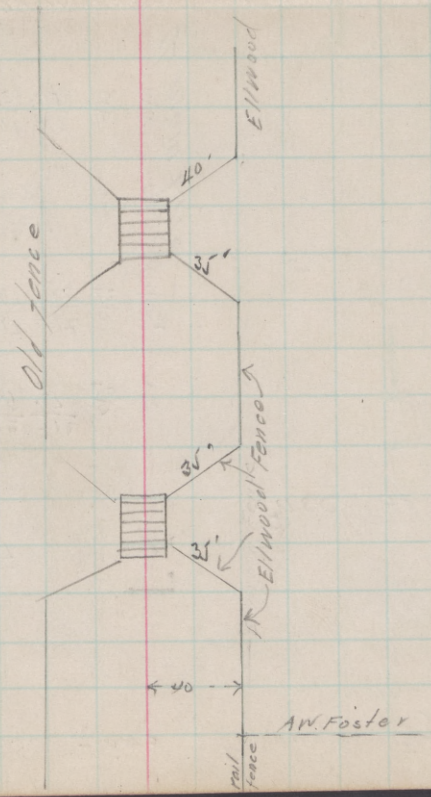
73+63 Ellwood Fence recommence

73+52.9 East end } Trestle 83-F

73+36.9 west end }

473+23 First break in Ellwood fence

461+10 Beg. of Ellwood fence on Rt.



SEARS Pt. - QUARRIES - Locating Ellwood fence. Jan. 26, 1915

J.F.B. } Rain
G.L.B. } like —

Cont'd next Page

525+64 Ellwood recommence on Rt only - ℄ Rt Gard.

525+40 End Ellwood fence on left ± Rt. Gard.

523+38 Commence Ellwood fence on left

523+28

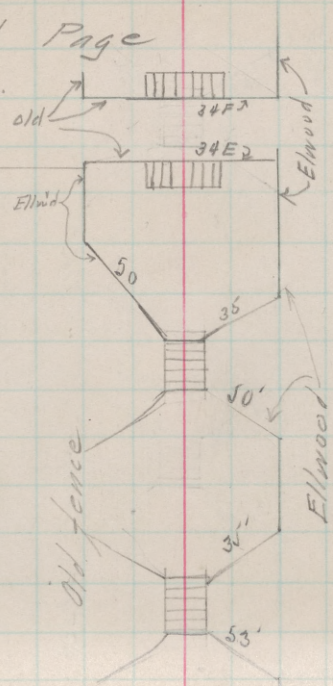
22+99.7 East end } Trestle 34 D
522+67.7 West end }

522+37

13+46.0

13+25.4 East end } Trestle 34-B
513+09.4 West end }

512+61.0



562+04

561+64 East end } Trestle 35-B.

561+32 West end }

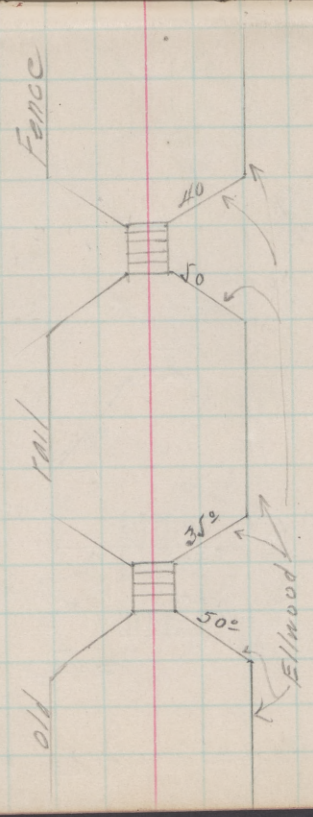
560+82

28+60

528+22 East end } Trestle 35A

528+06 West end }

527+78



SEARS Pt. - QUARRIES - Locating Ellwood fence Jan. 26.

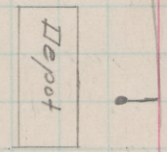
Jan-26-18 J.F.B.
G.L.B.

Note

on Rt. Ellwood fence continuous from 461+10 to 589+70 = 12,860'
on Lt " " " " 523+38 to 525+40 = 202
total length Ellwood fence 13,062

589+70 End of Ellwood fence on Rt.

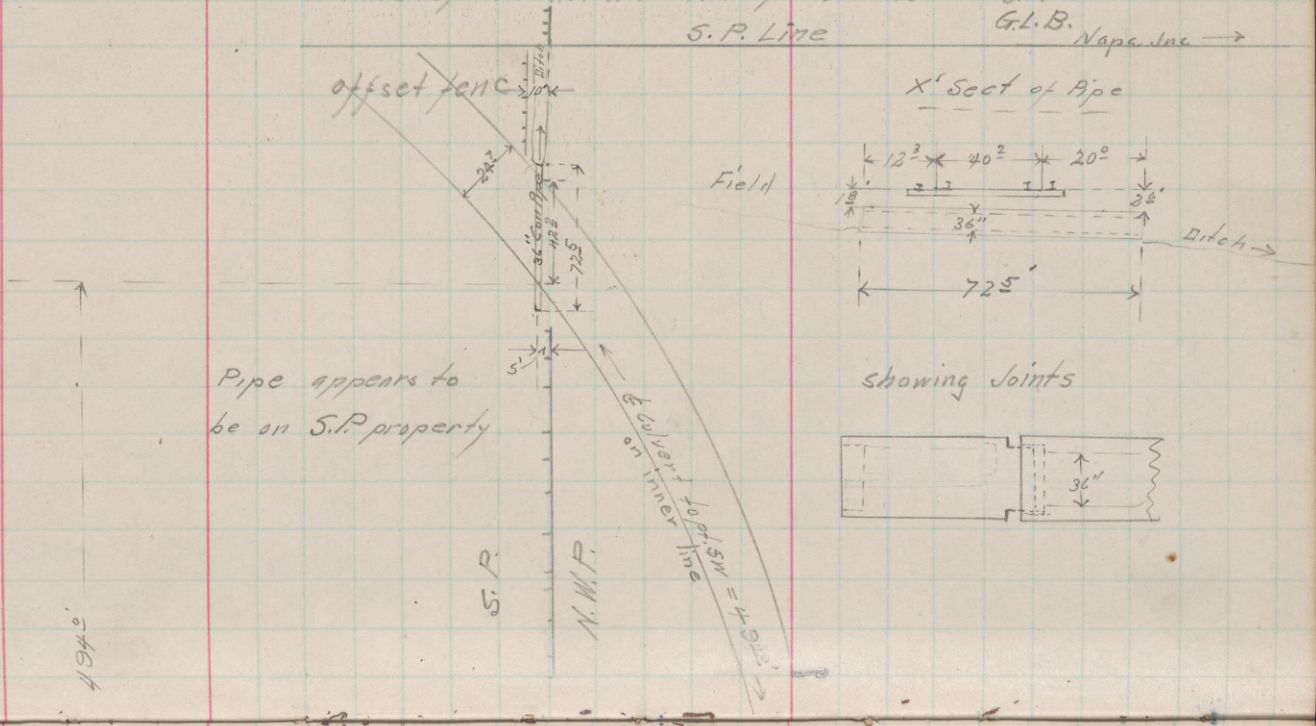
821443 Ph. Sw.



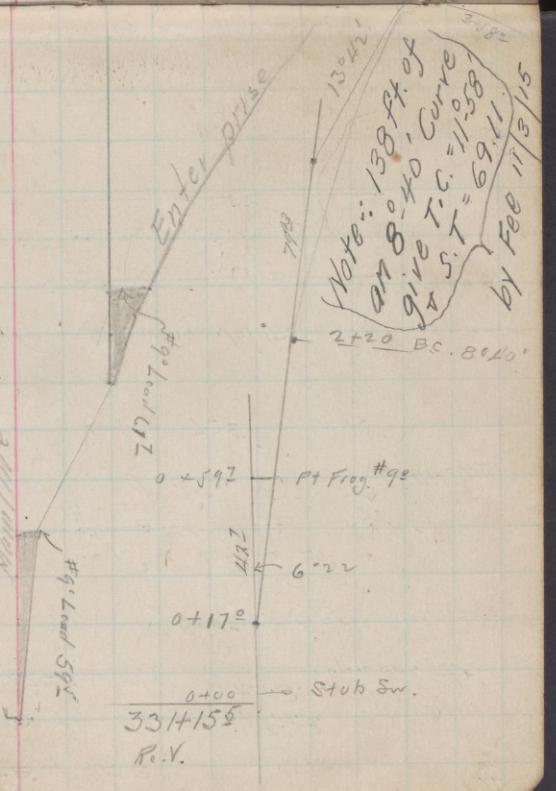
SCHELLVILLE - Locating 36" Concrete Pipe

on line of S.P. & N.W.P. Transfer tracks.

J.F.B.
G.L.B.



~~3+71.7~~		
3+58	EC	
	~~P.C.~~	T.C. = 13°42
~~2+23.3~~	Pt Frog	
2+20	BC 8°40'	
~~161.7~~	Pt Sw	
0+59.7	pt. Frog	6°22 ∠ Rt
0+00	H.B. stub ~~Pt~~ Sw. to main line	House, Enterprise, & Berry Growers



SEBASTOPOL - Enterprise Brew Co. & Berry Growers Spur

Feb. 16 - 15 -

J.F.B.
W.J.A.

9 + 17.0 End spur

7 + 27.7 E C

T.C. = 10° 00'

6 + 53.7 B.C. 13° 30' Lt

6 + 24.2 W. end Enterprise platform Clear = 6±'

6 + 05.4 W. end trestle 6 to present gage = 2± (plenty room to move ties on stringers)

5 + 88.7 E. end trestle 6 to

5 + 71.6 E.C.

T. C = 5° 15'

4 + 21.3 B C 7° 10

321 + 94.8 Dept.

0 + 92.7 E C

0 + 44.3 B.C. 7° 30 Lt

0 + 42.5 = pt Ft

0 + 00 at P.I. Fr. X

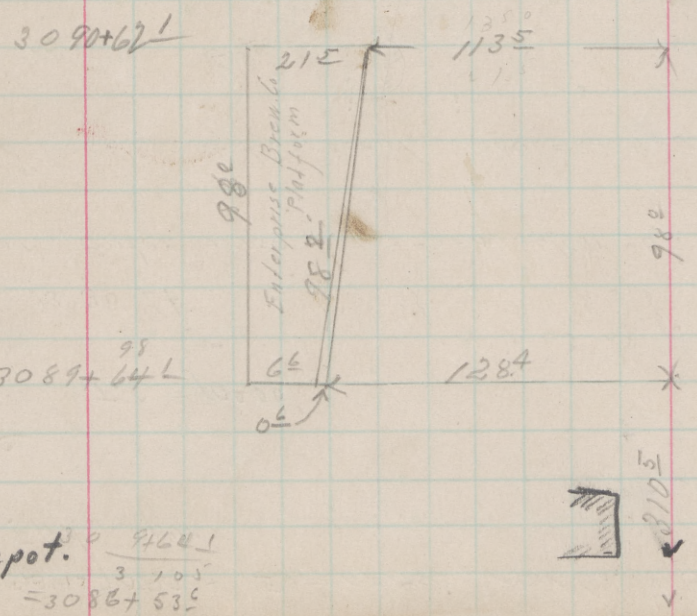
Parallel Spur

House Tract

Trestle

Note.
1350 M.L. to prop. L.
1304.7 M.L. to spur
Berry Growers foundation
S.S. track from prop. L.

Sebastopol. Location of Platform Encroachment of Enterprise Brewing Co. Feb-16-1915



Sta		Sta	+S	HI	−S	Elev	
B.M. = Top of Hydrant Cor McKin. St 100. El assumed							
6+05			4.00		104.00	6.25	97.75 Top Rail
6+05	6'Lt					9.30	94.70 Out let under trestle Dia=16"
6+73						6.08	97.92 Top rail
6+73		SEBASTOPOL.				7.70	96.20 intake McK. Culvert
8+25		Feb. 16. '15				5.50	98.50 Top rail
8+25						6.10	97.90 ground Elev
						5.30	98.70 Top rail end spur
						5.70	98.30 grnd Elev Depot St.
8+25						6.30	97.70 El. under foundation
6+75						6.92	97.08 " "

HIGHLANDS - 1st Crossing West of.

Feb. 20 15 J.F.B
G.L.B.

Left
dist from W. bound d

E. face 16-E = 0+00 → $\frac{-0^{4}}{C}$ $\frac{-0\,4}{5}$ $\frac{-0\,9}{60}$ $\frac{-0\,5}{80}$ $\frac{-0\,8}{12}$ $\frac{-1\,1}{14}$ $\frac{F}{16}$ $\frac{-1\,2}{19}$ $\frac{-1\,3}{29}$ $\frac{-1\,0}{45}$

0+11

0+19 → $\frac{0}{C}$ $\frac{0}{5}$ $\frac{-0\,4}{16}$ $\frac{-0\,1}{45}$

0+33 $\frac{0}{C}$ $\frac{0}{5}$ $\frac{-0\,5}{13}$ $\frac{-0\,6}{18}$ $\frac{-0\,6}{29}$ $\frac{-0\,6}{40}$

0+40 $\frac{-0\,4}{C}$ $\frac{-0\,4}{5}$ $\frac{-0\,8}{70}$ $\frac{-0\,9}{29}$ $\frac{-1\,0}{40}$

any water standing opp 0+40 could be very easily ditched to opening 15' east of C.G 16F ditch would be 25' long, 15' deep at deepest part.

Cen 16E = 536+10 6

Cen 16-F = 536+70 5

| | | |

BELLEVUE - Cross Sections & Drainage

Feb 24 - J.F.B. W.S.A.

Assum. EL ground at 51-A bottom of culvert Low. end = 10.0

" " 2612 Right Side = 9.3

" from 2612 to 2609 = - 0.6 %

Willows opp. 52 A-

51-C 51-D 52-A

Wm. Michie

21+80 }

21+70 } Level $\frac{-1.5}{40}$ $\frac{-1.5}{30}$ $\frac{-2.6}{20}$ $\frac{-1.2}{11}$ $\frac{-1.3}{8}$ $\frac{0}{5}$ $\frac{0}{C}$

2621+50 $\frac{F}{29.2}$ $\frac{-2.2}{29}$ $\frac{-3.1}{21}$ $\frac{-1.1}{11}$ $\frac{-1.3}{8}$ $\frac{0}{5}$ $\frac{0}{C}$

2621 Level $\frac{-2.3}{29}$ $\frac{-2.6}{19}$ $\frac{-1.3}{11}$ $\frac{-1.3}{8}$ $\frac{0}{5}$ $\frac{0}{C}$

2620+00 Level $\frac{-1.6}{29}$ $\frac{-2.3}{29}$ $\frac{-1.3}{16}$ $\frac{-1.3}{12}$ $\frac{-1.3}{8}$ $\frac{0}{5}$ $\frac{0}{C}$

SANTA ROSA – Proposed Engine Storage

Feb. 24-15.

B.M. 20.00 El. assumed – when = B.M.

+S 2.38

H.I 22.38

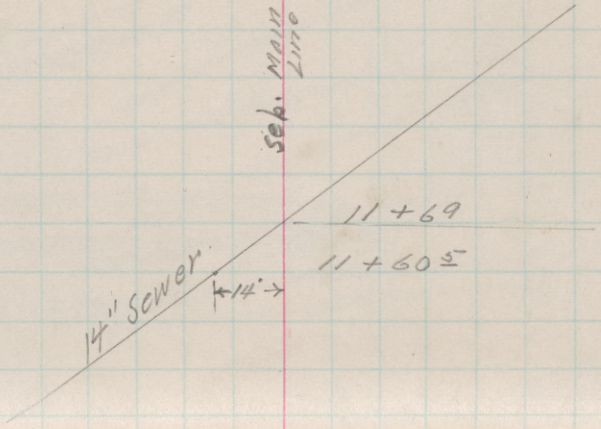
-S 8.23 on pipe at 11+60.5 – 14.5 Lt

Top of pipe 24.15 " 14" sewer opp. 11+60.5

intersect at 11+69

V.F.B.
W.V.A.

Sebastopol Branch.



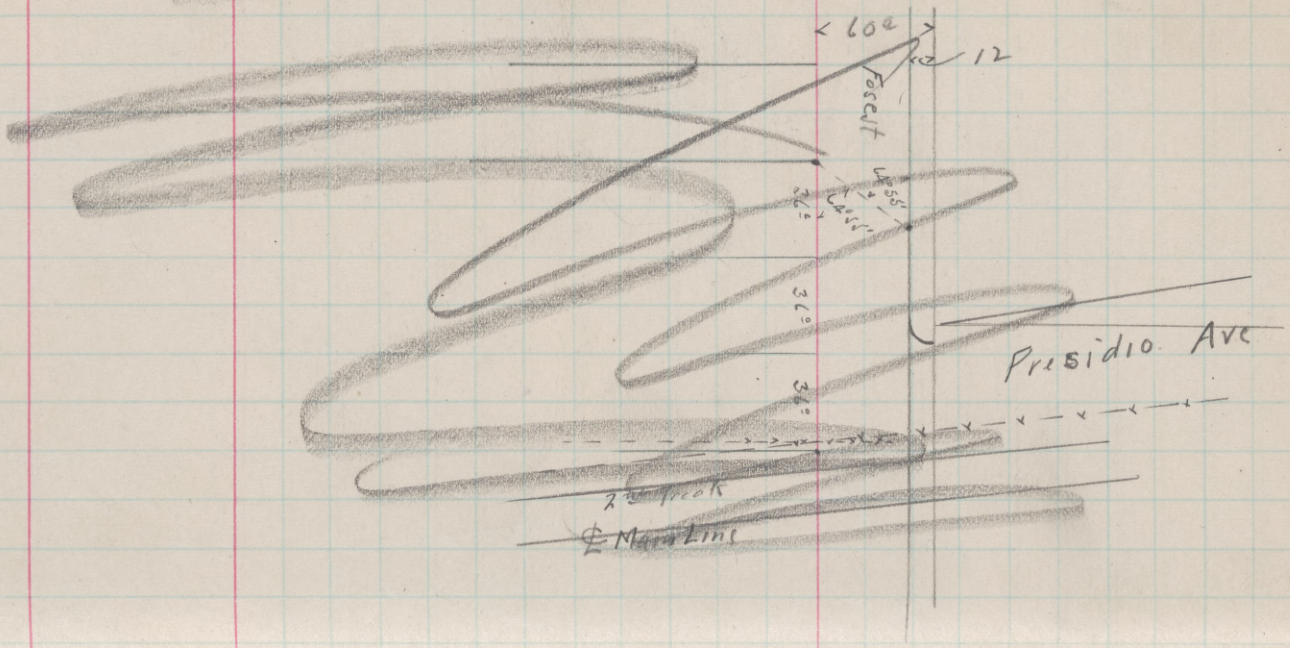
El. Base Rail Sta 11+60 = 29.30

El. top of 14" sewer opp = 24.15

Diff. = 4.15

Mill Valley. Proposed Spur. for.

~~Mar. 16 15~~ (20)



81+68 Enter ℄ St.

81+68 ⑦ End pwr rail

81+64 ⑥ End. pwr rail

+50

81+30 = Fence measured

81+04 Pt. frog

80+52 ④ & 5 = Ends pwr rail

80+35 Pt. Sw

80+33 — = ③ = End power Rail

80+18 E.C. Pick up. △

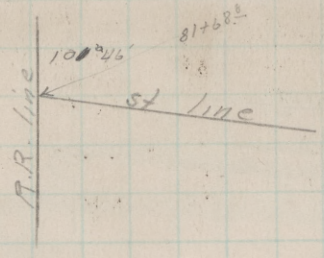
79+61 End fence on left

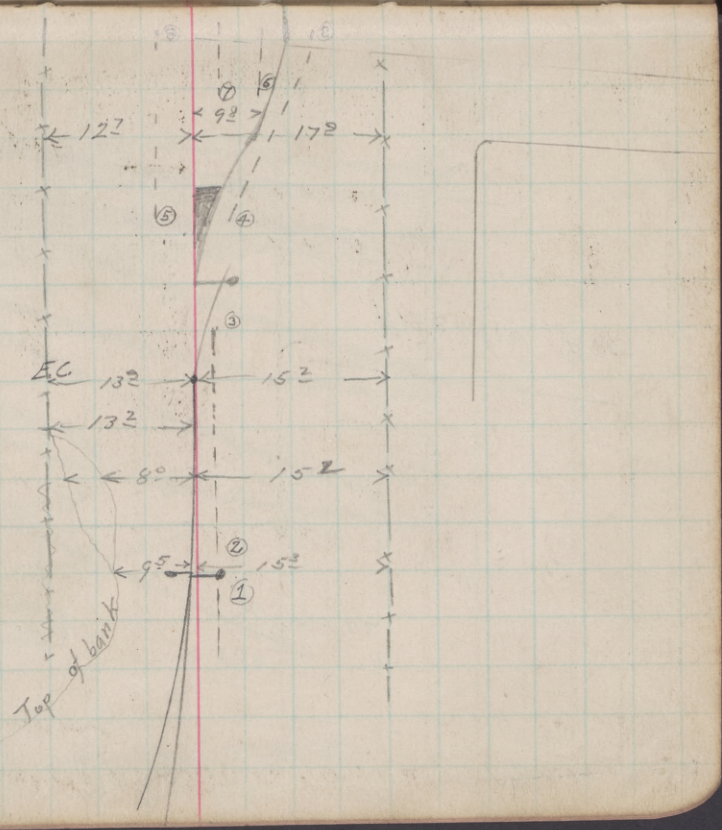
79+50

79+17 — = ② = End power rail

79+16 Pt Sw

79+01 = ① = End power rail





Mill Valley. Proposed Spur For. C.E. Christley. Mar. 10-15

(21)

83+63 7 Bulk Head

+50

83+00

82+59 2

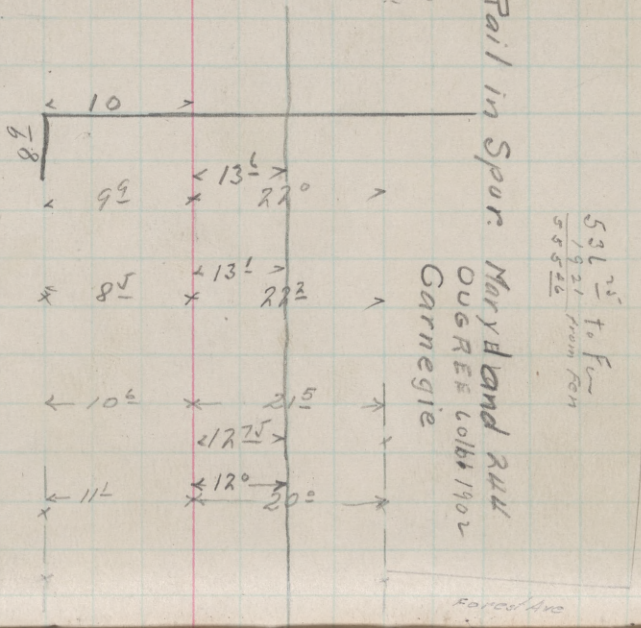
82+50

82+00 Fence measured

81+79 8 = (5) = End pwr. rail

81+77 3 = (3) = End pwr. rail

81+68 8 Enter & St.



2+00 X 33

1+87½ Pole 2° Rt.

1+18½ B.C. 16° R 0+00

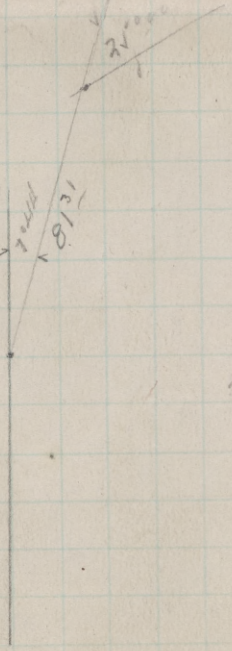
1+66 Pt Frog 7°40'

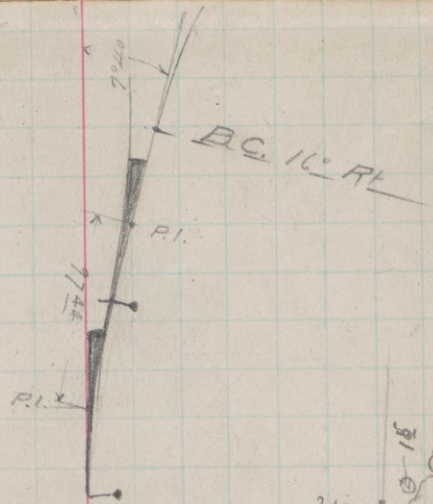
1+00

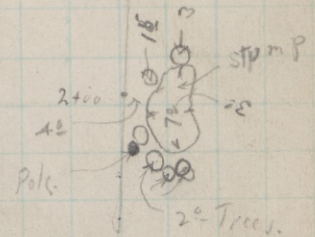
0+78½ Pole. 9° Rt.

0+68 Pt. Frog. 7°40

0+00
30+35 Pt. Sw. = 0+00







Mill Valley. Proposed Spur for. C.E. Christley. Mar-10-15 (22)

3 + 24 40 E.C. 12°30

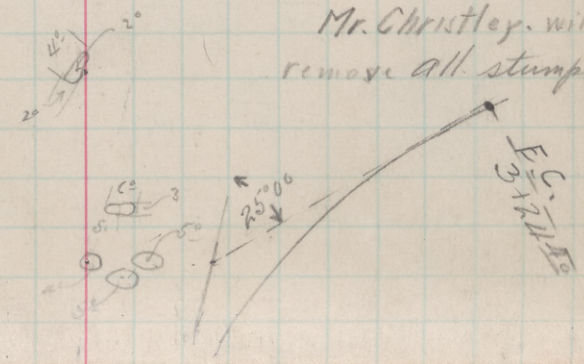
3. 10°33'

+75 8°33'

2+50 on 4° ft. Stump 6°33' Δ 25°00

+25 4°33' St. 79 45

2+00 2°33'

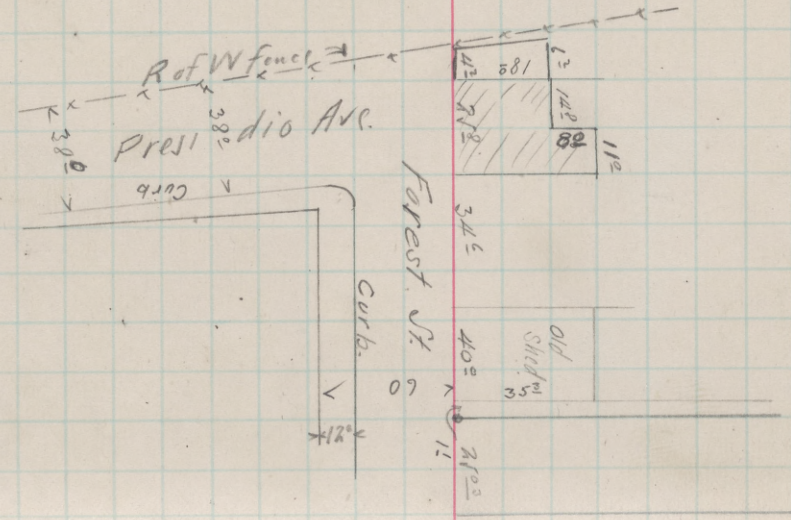


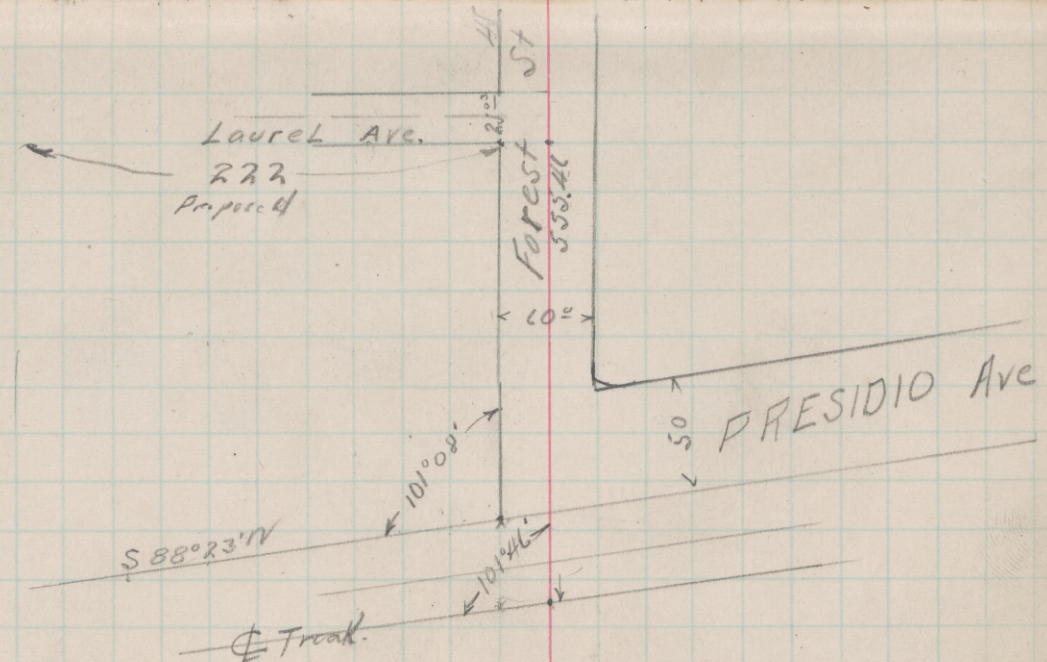
	+		−	Elev.									
3+24.4 E.C.			4.96	99.3	−11.5 / 18 ←	Bot Cr. / 18	Creek Bank →	−4.3 / 17	−2.3 / 10	0.0 / 0.0	−1.5 / 13	−1.6 / 34	
3+00			5.23	99.1	0.0 / 38	−2.3 / 31	−1.7 / 26	0.0 / 18	0.0 / 0.0	−0.2 / 20			
2+75			5.35	98.9	+0.4 / 25	0.0 / 14	+0.3 / 5.0	0.0 / 0.0	−0.6 / 14	−1.4 / 35			
2+50			5.1	99.2		−0.6 / 17	−0.9 / 7.2	0.0 / 0.0	0.0 / 7.0	−1.0 / 28	−1.5 / 43		
2+25			6.4	97.9		+1.0 / 17	+0.5 / 11	+0.5 / 8	0.0 / 0.0	0.0 / 3.5			
2+00			5.8	98.5			+0.3 / 11	+0.3 / 7	−0.3 / 5	0.0 / 0.0	0.0 / 13	−0.5 / 40	
1+50													
1+68.1			6.6	97.7	on Ground.				+0.5 / 6.5	0.0 / 0.0	−0.5 / 2.7	−0.5 / 7.0	
1+00			6.6	97.7						0.0 / 0.0	−0.6 / 7.0	−1.4 / 8	−3.5 / 13	−3.0 / 32
0+68			7.0	97.3									
0+00			7.3	96.6	on B.R.					0.0 / 0.0	0.0 / 4	−1.8 / 12	−3.4 / 17	−2.6 / 34
Top of Concrete Abutment.		4.33	104.33		100.00 Assum. 11-I								

Above + 8 c.y. Est. available for Fill

Mill Valley Proposed Spot for C E Christley Mar 10-15 (23)

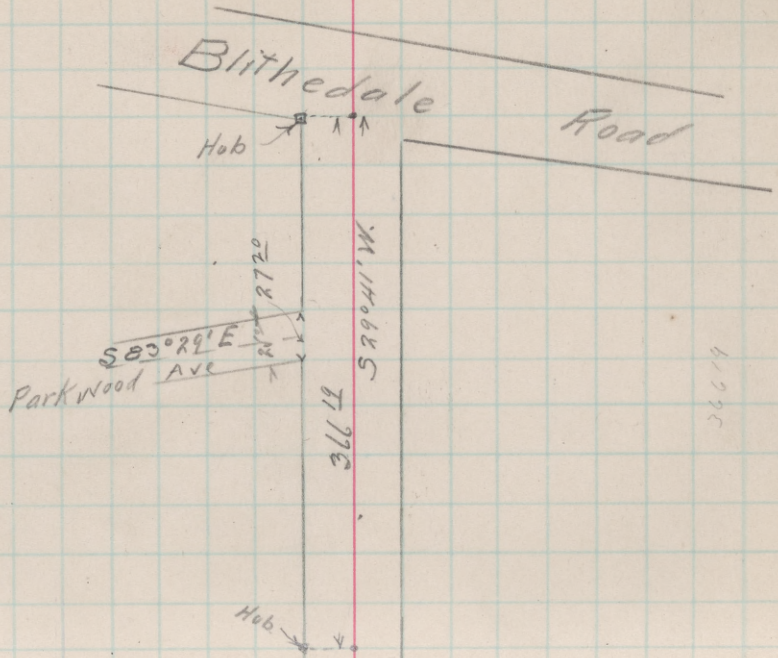
F.H.G.
J.F.B.
G.B.




Laurel Ave.
222
Proposed
Forest St
S 53°41' E
60'
PRESIDIO Ave
50'
101°08'
S 88°23' W
101°41'
℄ Track.

Mill Valley. Proposed Spur for C.E. Christley (24)

Mar. 10-15-



SEARS POINT - ROFFONI'S FENCE

1-Mile west of Sears Pt-

9+80 = opp 32-A (2'x2' Culvert)

12+40 to 12+00 = Posts OK rails poor - should have wire

11+50 to 7+50 Post very low & leaning very old B. wire on top

7+50 to 6+50 Fence will be OK for 3yrs if wire is put on top

6+50 to 6+00 should be rebuilt is very poor

6+00 to 3+60 needs top B. wire

3+60 to 1+50 " top & bottom wire rails are very old

1+50 to 0+00 - " rebuilding

entire fence is in very poor condition

0+00 = 980ft E. of 32 A.

All fences in vicinity are in dilapidated condition

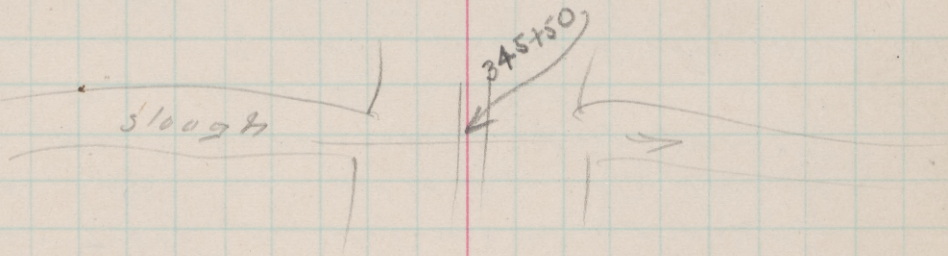
Bet. 31-32 = 131 Rails } 30' Rails
" 31-30 = 220 "
W. of 32 = 300' W. of 31-D

Slough on Rt & on Lt but no connection

$-92^{0} = 91^{80}$ $\quad -93\frac{5}{8} = 90^{65}$

200' West of 31-B

$\frac{-4^{C}}{30}$ $\frac{-3^{7}}{29}$ $\frac{-3^{1}-1^{7}}{16\ \ 10}$ $\frac{-0^{3}}{4}$ $\frac{0}{C}$ $\frac{-0^{5}}{11}$ $\frac{-1^{3}}{9}$ $\frac{-3^{0}}{14}$ $\frac{-3^{7}}{15}$ $\frac{-4^{4}}{21}$ $\frac{-4^{7}}{29}$



GREENWOOD SPUR - Drainage

Sta.			
	Assumed H.I. = 100 - S		
100' East of 31-A (Trestle)	Rt.	9.20	90.80	Ditto
" " " " "	Lt	9.25	90.75	Ditto
50' West 31-B (Cattle Guard)	Rt	9.40	90.60	Ditto
50' " " " " "	Lt	9.20	90.80	bank of ditch = top of standing W.
350' East 31-B (" ")	Lt	8.30	91.70	top of tie front WH house
350 " 31-B- (" ")	Rt	10.60	89.40	bottom ditch W. = 1' deep
150 " " " (" ")	Lt	9.80	90.20	
150 " " " (" ")	Rt	10.60	89.40	bottom ditch
100' East of 31-A		4.55	95.45	Top of tie ML-
100' " " 31-A - 150'	Rt	8.0	92.00	in field
250 East 31-B- 150	Lt	8.40	91.60	" "
200 " 31-B-		5.30	94.70	Top of tie M.L

-MAINOR-

-LEVELS-

TO SHOW LAY OF LAND BY
X-SECTION-

STA. 628+25
106+12.00.

-0.5	-2.6	-3.4	-9.0	drop. 11 to 4.0.
25.5	35.5	46.5	137.5	

STA. 627+00-

00	-3.7	-5.0	-5.5	-8.5	-8.7	-10.5
24.0	34	47	67	109	120	132	170

626+00.

-0.5	-4.0	-5.0	-5.2	-7.1	-8.4	-10.0
22	34.0	46.0	56	75	100	150.0

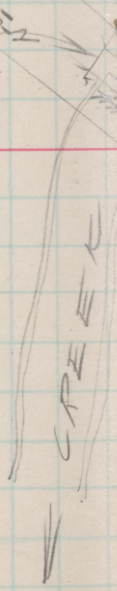
APRIL-6-1915.

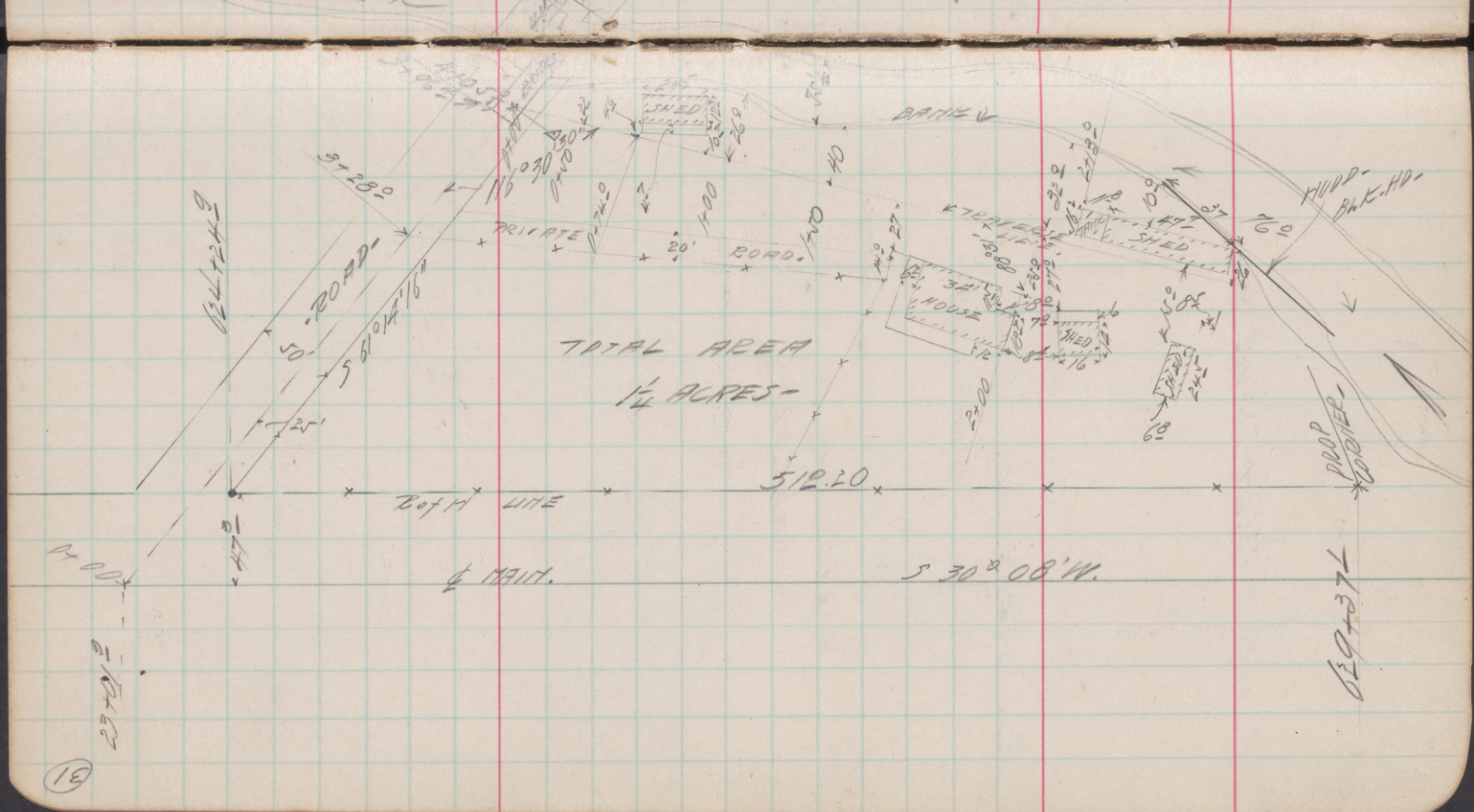
-MAHOR-

SURVEY OF PIECE OF GROUND PROPOSED TO BUY.

APRIL - 6 - 1915.

M. H. WILSON. T
W. ANDREWS Rod.
G. BERRY -




BANK
SHED
PRIVATE
ROAD.
HOUSE
SHED
TOTAL AREA
1½ ACRES-
512.20
20 ft WIDE
℄ MAIN.
S 30° 08' W.
-20 ROAD-
-FENCE-
-FENCE-
HOOD-
BLK. HD-
S 61° 47' 16" W
91.28
116.30
N 30° 08' E
25'
50'
47.3'
23.40'
(31)

HEARLDSBURG.

TO WILLITS.

P.S. 3538+78 7

2+23 4

2+83 4

2+45 0 END.

CENTERS. 27 6

LEAD. 78 4

75#

+1709.

60#

-110 TIE PLATES-

P.F. #10. L.H.

S.T. 6D. RAIL.

BC. 2+23 4

2+83 4 7
EC.

30 8

27 6

APRIL-8-'15.

CHECK SPUR TRACK
FOR SHELL OIL COMPANY-

3148

- HEALDSBURG -

P.S. 0+00-

LEAD- 77⁶ RIGID- #9 60#

1+ 14⁵ END- 60#

1+ 88⁰ ℄ CGD 67 A.A.

4+ 81⁰ ℄ WATER TANK ON RT. 15⁴ from ℄ 11⁶ SG.

OK 5 +84⁰ 56# to 60#

✓ 5+ 96⁹ P.S. P.E. #9. RIGID.

LEAD- 79⁸

9+15⁴ N. LINE BUNKERS-

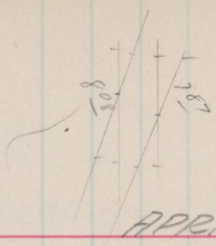
10+44² 56# to 60#

✓ 10+ 51³ P.S. 60# RIGID #9

11+ 33⁰ 60# to 56#

14+55⁷ N.E. ROCK CRUSHER

17+ 45⁵ END-



APRIL-8-'15

Location of Tracks at Grant Gravel Spur

LENGTH. 6+61 ± { P.S. 0+00.
1+08 ± = 60# to 56#
5+16 ± = 56# to 50#

LENGTH. 1+39 ± { P.S. 0+00
0+98 ± = 60# to 56#
75 ± = LEAD. 60#
1+39 ± END.

- HEALDSBURG -

LOCATION -
WATER CLMS -

LARKSPUR

CREEK

4+30
4+00
3+50

3+36

3+30

3+00

2+70

#1 - CREEK -

E.B. MAIN - 2

TO MILLVALLEY

LOCATION OF CREEK
AT- 2-36" CONCRETE
PIPES-

LEVELS.

CITY BENCH
NAIL IN CONCRETE SIDEWALK
CORNER LOT #9. B.M.H. - of TOWN
of LAKESPUR.

STA.	+	H	-	Rod	Elev.
B.M.	2.25	28.09			25.84
BOT. NTC A POST. SOUTH LINE ITAC. ST.			-11.0		17.09
LWAY BET. ℄ DITCH ABOVE ℄ SPUR.				-11.65	16.44
BOT. BOX-SPUR TRACK.				-12.2.	15.89
TOP RAIL SPUR.				-9.95	18.14
T.P.			-7.95		20.14
	+2.94	23.08			
-WEST CREEK.					
POST LINE BOTTOM. ON LEFT.				-7.85	15.23
HI. BANK HD.				-8.5	14.58
TOP RAIL E.B.M. ℄ GULV				-1.0	22.08
BOT. CREEK AT BANK HD. "ET"				-9.0	14.08
D STANCE FROM. ℄ E.B. MAIN.				-9.5 25	13.78
				-11.3 6.5	11.78
				-10.6 62.0	12.48

LEVELS- AT CREEK
AT BALLAST DECK-

LAKE SPUR-

STA. +	℄	–	Rod -	Elev -
	23.08		- 11.6 / 83.0	11.48
			- 12.2 / 117	10.88
			12.7 / 144	10.38
STREAM-WIDTH:			-14.2 / 165	8.88
			-12.0 / 190.	11.08
			-11.9 / 250- = 8.84	11.18

PT. FOR ℄-SECTION - BANK - 10.6 - 2+50 | 12.48

PT. ON SIDE " -9.7 | 1+50 | 13.38

BANK " -8.9 | 1+00 | 14.18

℄-SECTION - LOCATED -

STA. 1+00.

12.48 / 3.0

℄ 8.48 / 0.0 2' WATER

PT. 12.50. / 3.0 raise slight

14.50

13.38 / 3.0. 2+50

8.38 BT. / 3.8' WATER ℄ CREEK

13.38 / 3.0.

12.48 / 5.0

11.20 / 0.5' WATER ℄ CREEK.

12.50 / 5.0

LEVELS - AT -

CONCRETE PIPES -

STA.	+	-	Rod.	Elev.
T.P	1.22			20.14
	21.36			
PT. WHERE DITCH				
GOES - UNDER. FENCE		-7.3		14.06
BOT. PIPES. LEFT.		-8.10		13.26
AT ME. GROUND - "		-8.75		12.61
BOT. PIPE CT.		-9.0		12.36
GROUND -		-9.5		11.86
STA. 0+50		-9.6		11.76
1+00		9.65		11.71
1+50		9.50		11.86
2+00		10.0		11.36
2+50		-11.3		11.06
3+00		10.8		10.56
3+50.		11.0		10.36

— LARKSPUR —

~~— LARKSPUR —~~

APRIL-12-15

21.36
1.8
20.56

— Rod —
7 — SEC.

18.8
18

TOP RAIL E.B.M. ℄ corn pipe = 1.8

= 20.56

LEFT.		℄	R.
level. 6.4 / 11.0	8.5 / 6.0	9.6 / 0.0	6.5 S. / 7.0 Level.
7.0 / 10.0	9.0 / 3.0	9.7 / 7.0	9.6 S / 0.0	9.7 / 3.0	7.0 / 6.0 "
7.5 S / 9.0.	9.5 / 5.0	9.5 / 0.0	9.0 / 6.0	7.5 / 7.0 "
8.0 / 9.0	9.0 / 7.0	9.4 / 6.0	10.0 / 0.0	10.0 / 4.0	9.0 / 4.0	8.3 / 9.0

38

MAY-16-1916.
M.H.M.-
O.L.B.-
M.E.-

- LARKSPUR.

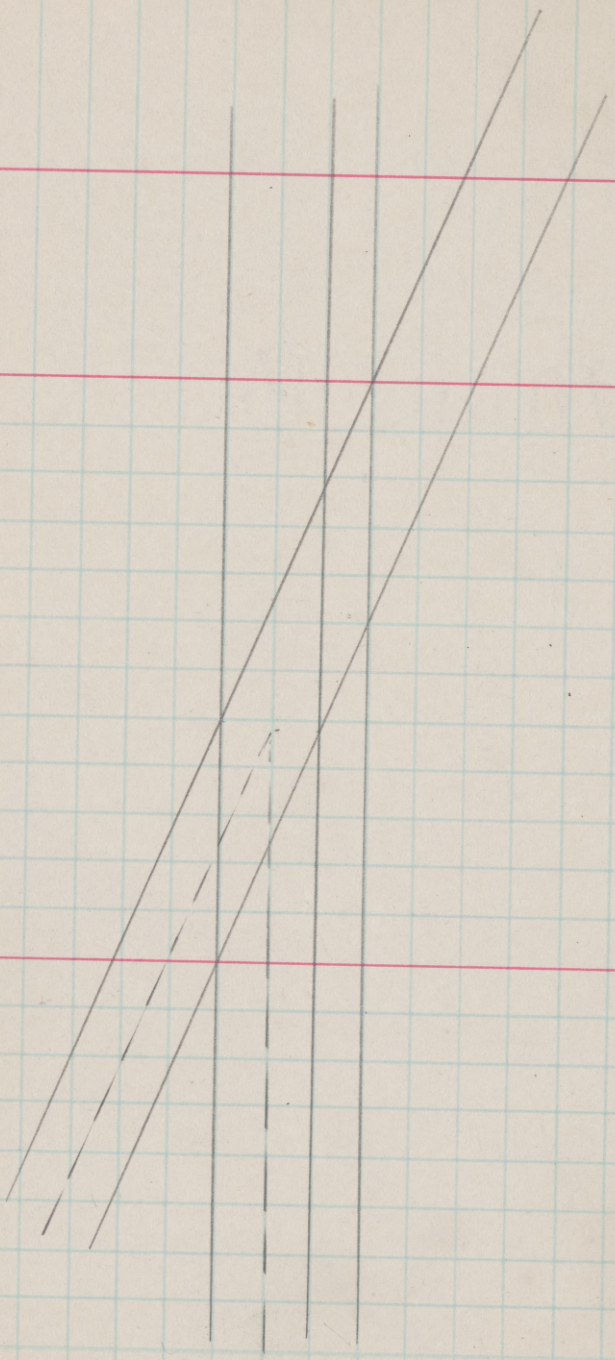
LEVELS ON SPUR.
CITY DATUM.

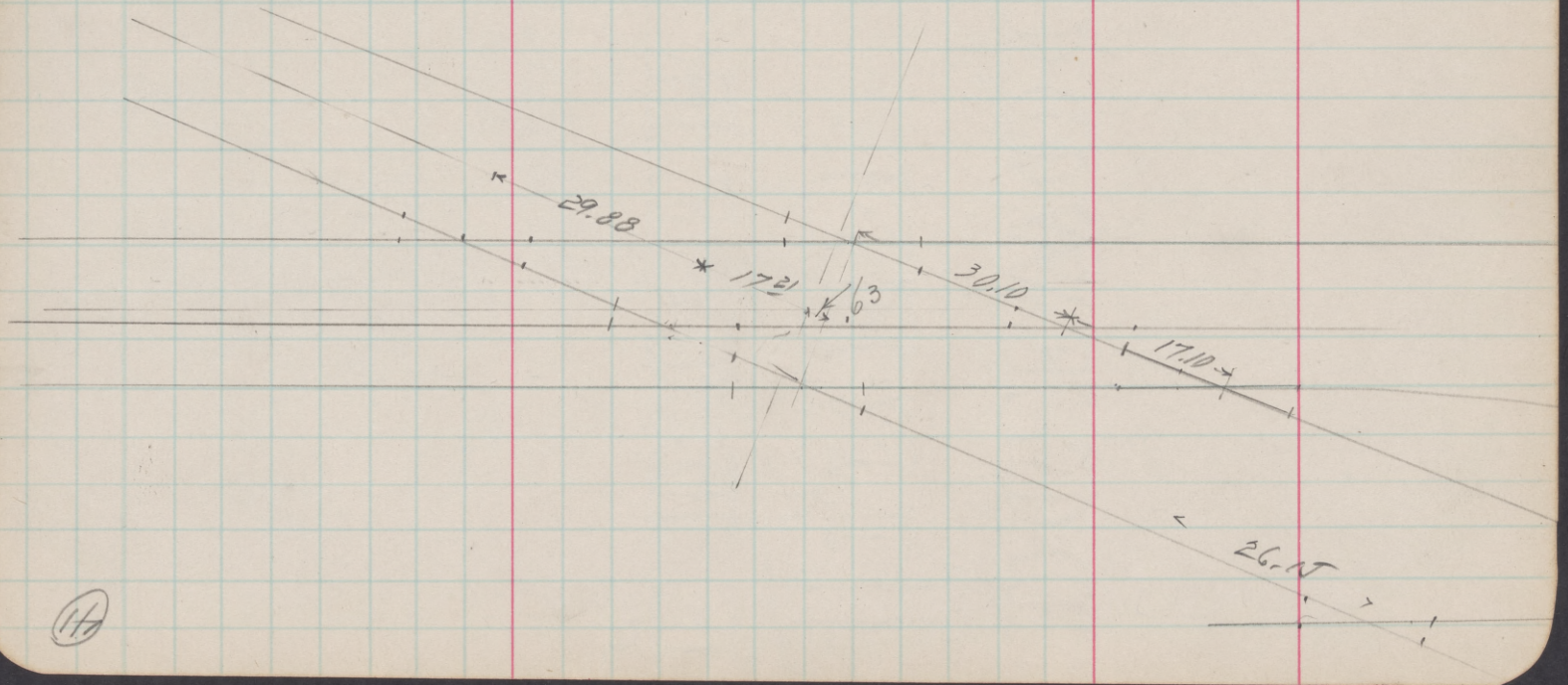
STN	+	↑	-	Rod	ELEV.
B.M.	0.96	26.80			25.84
T.P.					18.21
	4.79	23.00			
0+00 P.S. WATCH					
3+00				4.65	18.35
4+00				4.62	18.38
4+50				4.88	18.12
5+10				4.93	18.07
5+60				4.86	18.14
6+01.8	Int. ℄ STREET ℄ SPUR.			4.79	18.21
6+50				4.78	18.22
7+00	T.P.		4.21	4.21	18.79
	7.4	23.19			
7+50				6.71	19.48
8+00				6.09	20.10
9+00				2.55	23.64
9+28 END - SPUR.				1.33	24.86

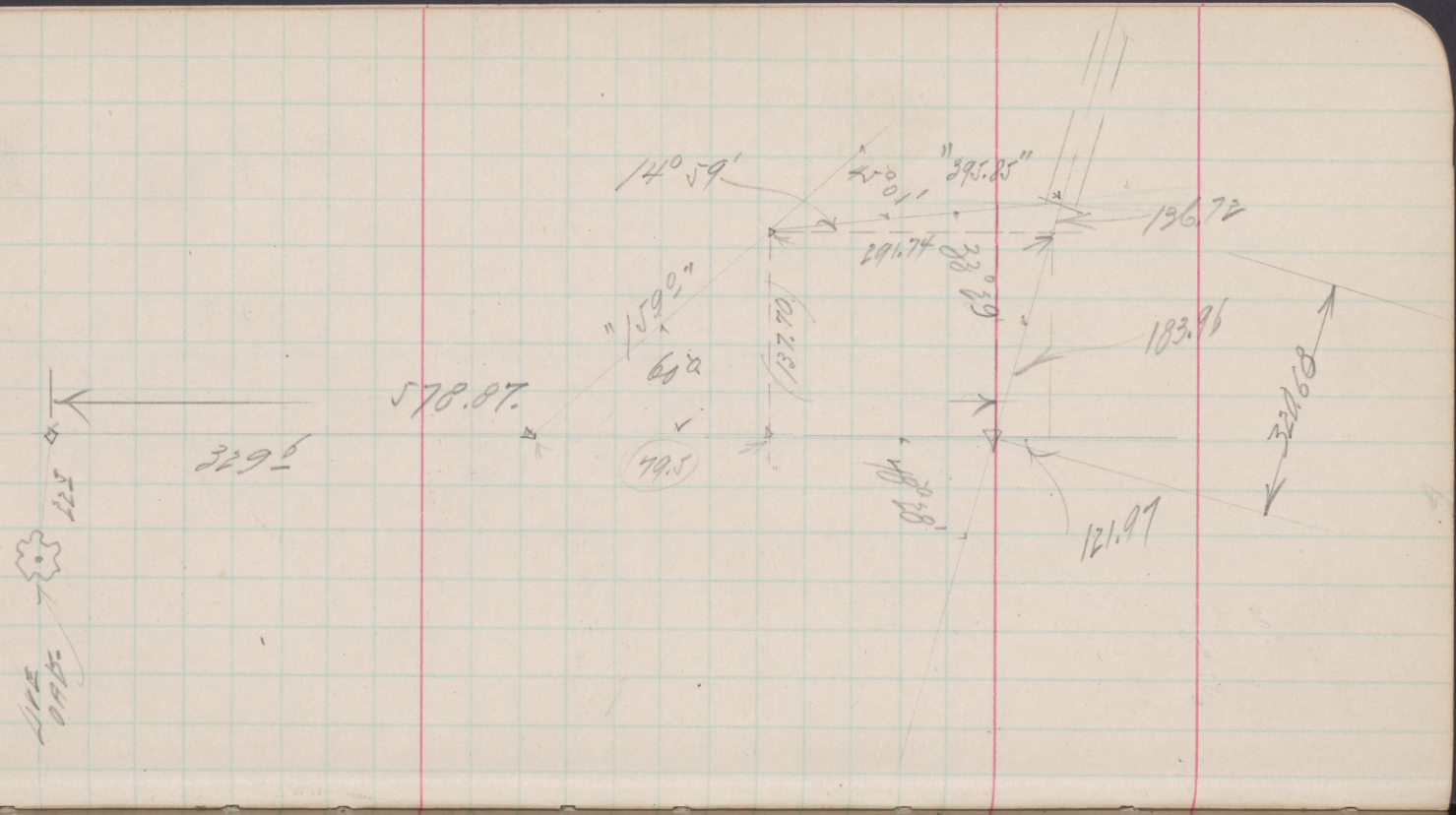
L. L. DOUGHERTY
MINING
LARKSDUR
LUM. CO

	STA.	+	-	Bad	ELEV
	B.M.	0.58	26.42		25.84
=			8.21		18.21 ✓
			8.23		18.19
	6+01.8		—	8.2	18.22
	T.P. 1	+3.91	22.12		18.21
	TOP RAIL N.L. Inter ℄ ST W.B.			1.51	20.61

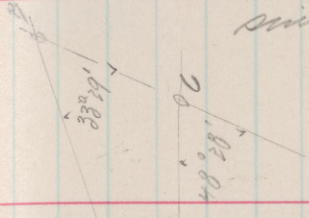
ELEV. Inter ℄ MAIN STREET & TOP RAIL W.B. TRACK




29.88
172
63
30.10
17.10
26.47

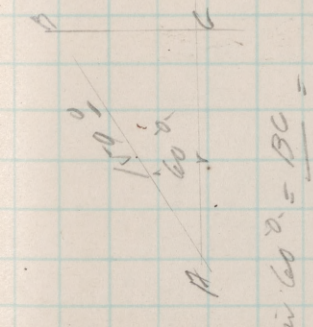

14° 59'
"395.25"
136.72
291.74
33° 59'
183.96
"59°
60
578.87.
329.6
(132.51)
79.5
121.97
324.68

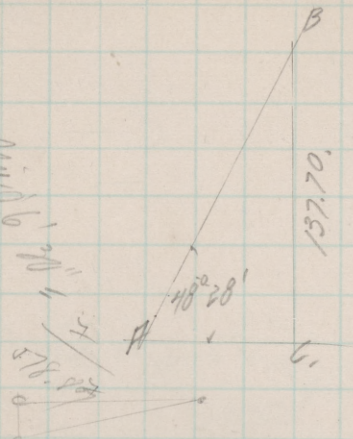
$$\frac{395.85}{\sin 48°28'} = \frac{BC}{\sin 14°59'} = \frac{AC}{\sin 33°29'}$$



$$2.5975306 + 9.8742325 = 2.7232981$$
$$2.7232981 + 9.4125245 = 1.1358226 = 136.74 = BC$$

$$2.7232981 + 9.7416986 = 2.4649967 = 291.74 = AC$$





$\sin 48°28' = \frac{137.70}{AB}$

$\cos 48°28' = \frac{AC}{AB}$

$\tan 48°28' = \frac{AC}{137.70}$

2.1389339
9.8742325
2.2649014 = 183.96 = AB.

.74857) 137.70000 (184
74857
3

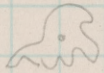
.88576
137.7
620032
620032
265728
88576
121.96952 AC

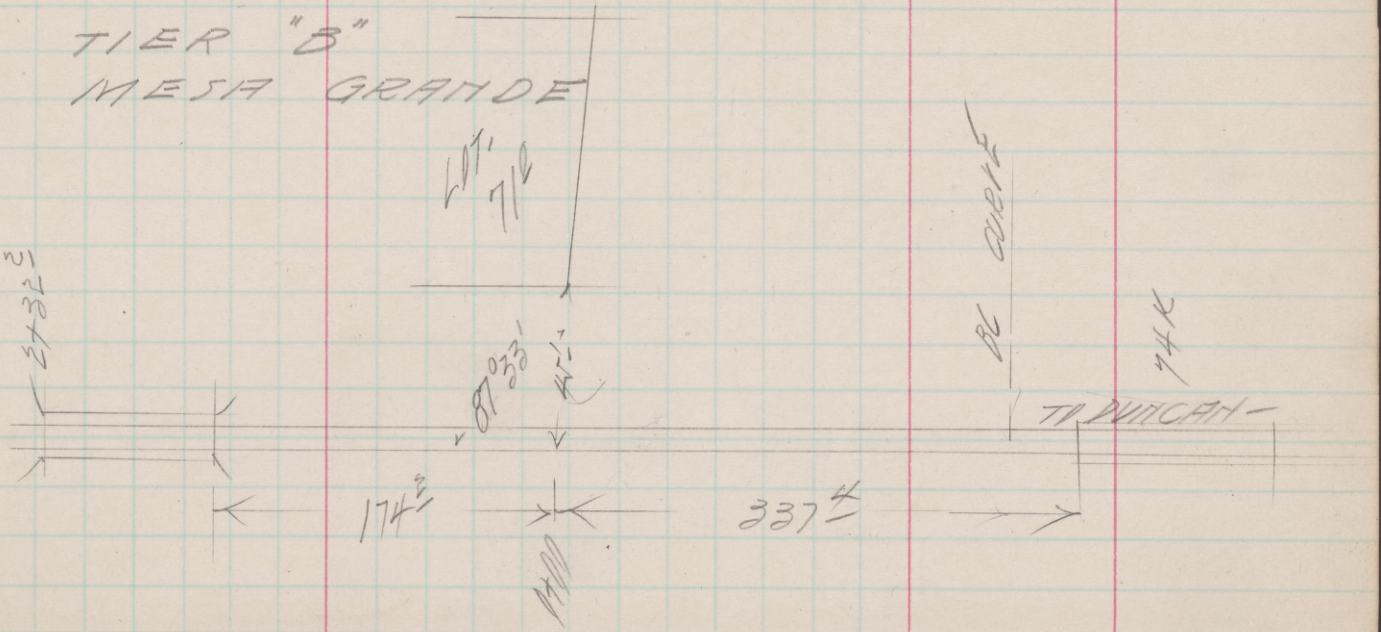
136.72
183.96
320.68

291.74
121.97
169.77
79.50
249.27
329.60
√78.87

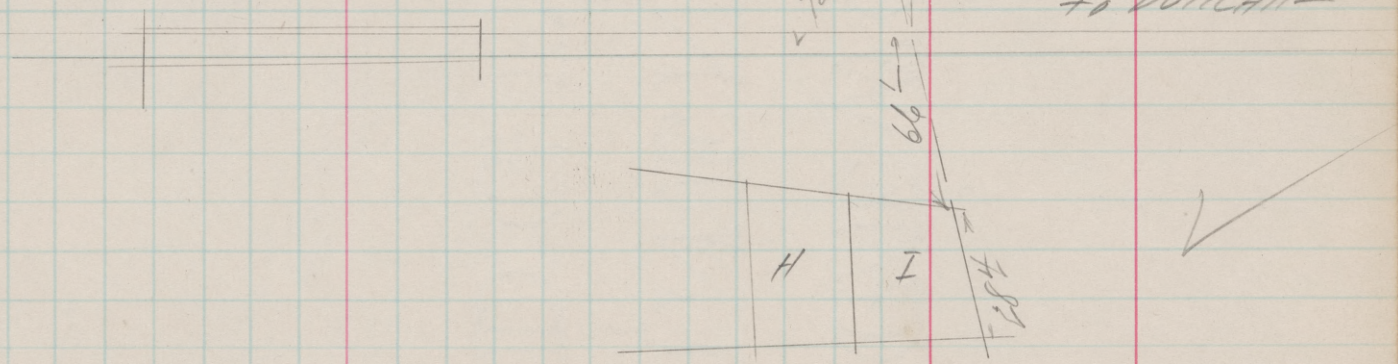
To Mount Eno
2809+88.46
6+24.3
N 48°34' 30" E
N 48° 30' E
70.87
8+47.65
7+38.8
320.68
0+00
1/2"

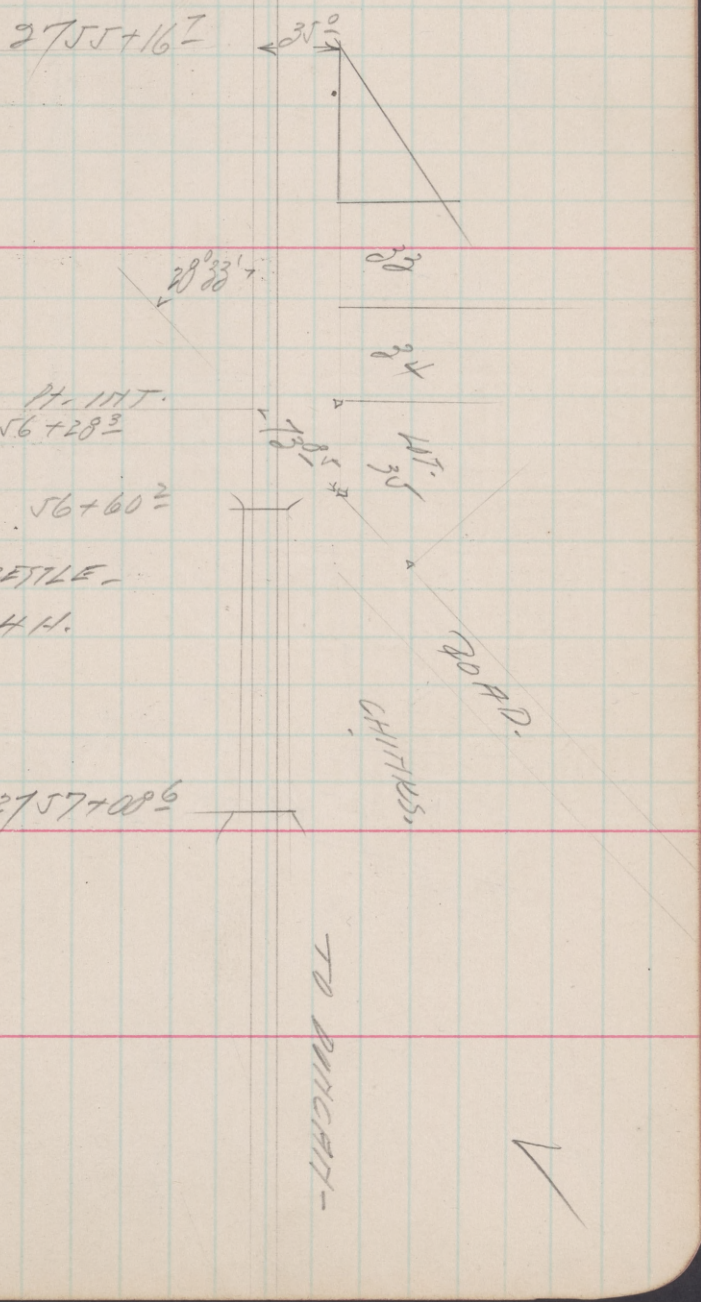
$$\frac{\pi}{4} + \frac{\pi}{6} = \frac{5\pi}{12}$$

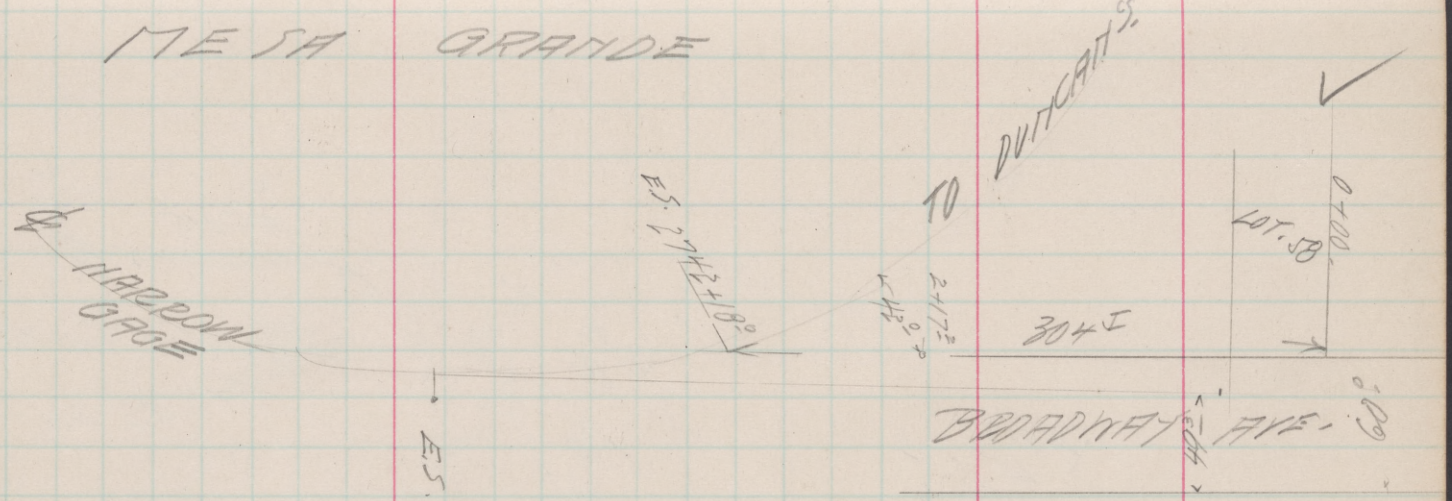



TIER "B"
MESA GRANDE
LOT 71
87°33'
174'
337'
TO DUNCAN

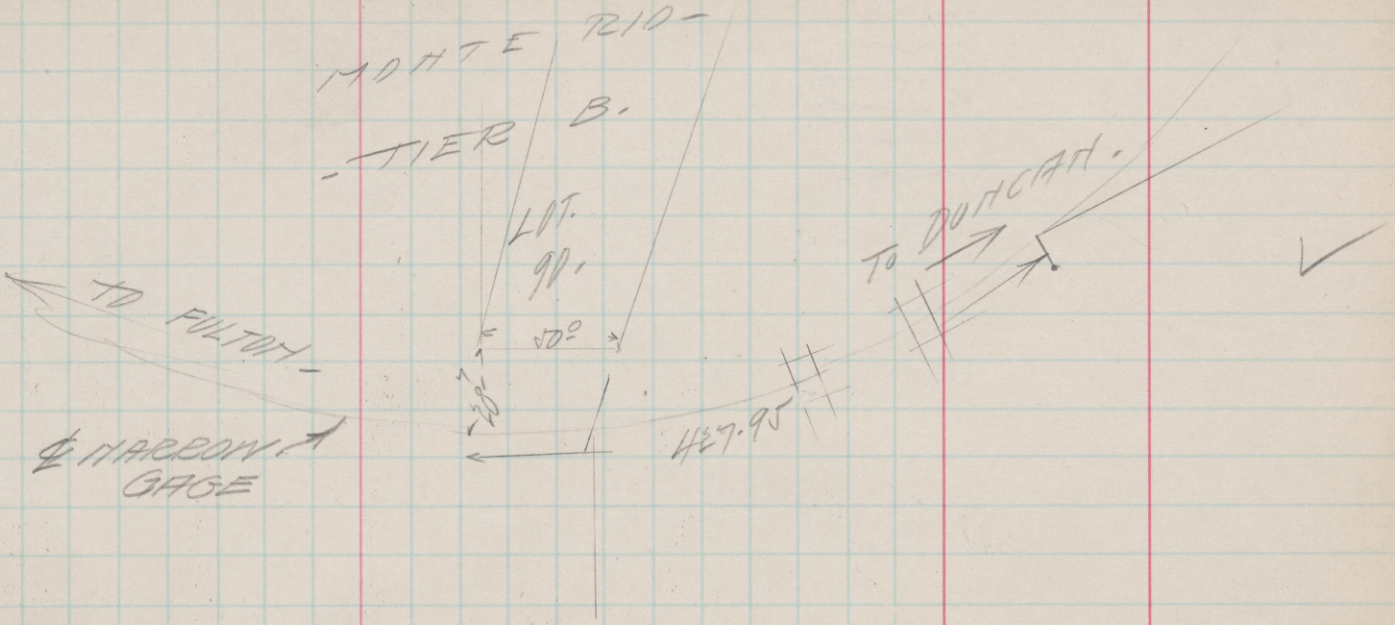
- MESA GRANDE -

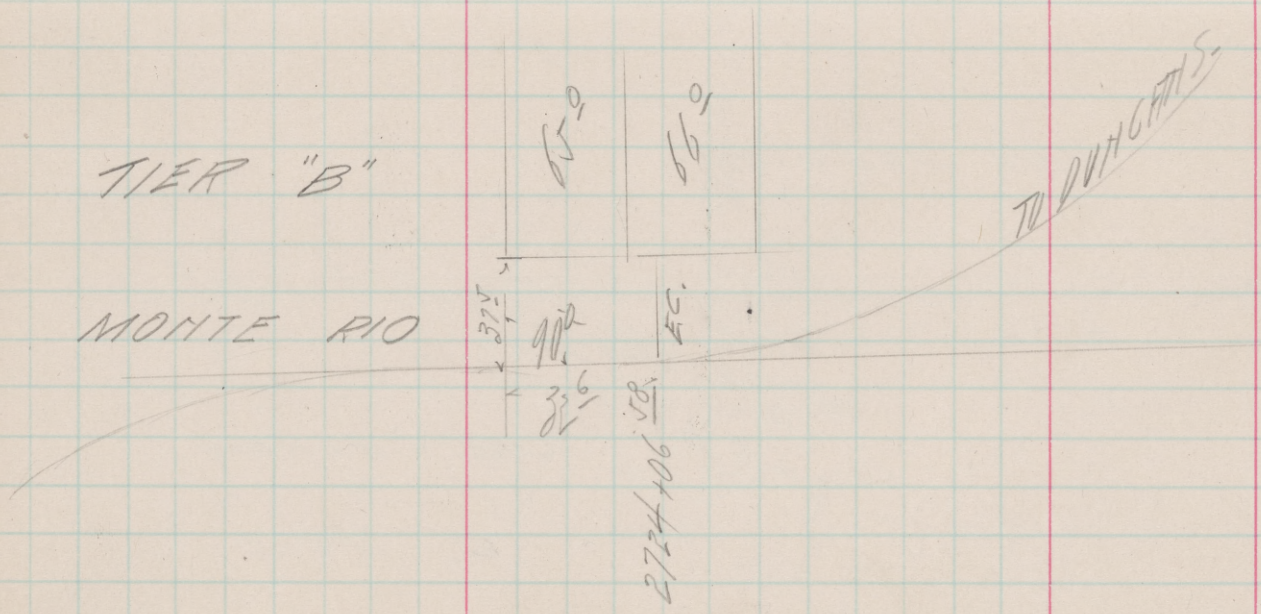


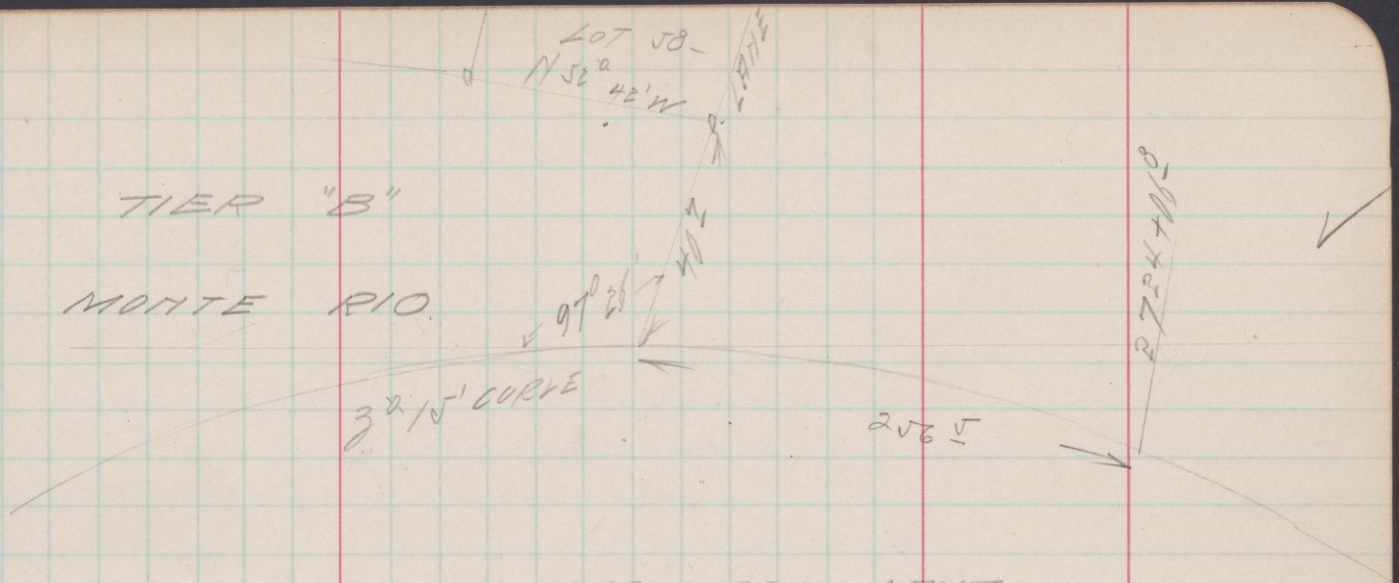

27+55+16
35°
28°33'
33
24
HT.
30
27+56+28
13
85
56+60
TRESTLE-
74 H.
ROAD.
CHUTES.
27+57+08
TO PINCHER-


MESA GRANDE
DUTCH CATH SS.
TO
℄ NARROW GAGE
E.S. 2742+18.2
E.S.
24°12'
L=142.0'
304 I
LOT. 58
0 TO 0.
BROADWAY AVE.
60'

(76)


MONTE
RIO -
TIER
B.
LOT.
90.
TO FULTON -
TO DUNCAN.
70°
28'
HEIGHTS
HARBOR
GAGE


TIER "B"
MONTE RIO
67.0'
66.0'
37.5'
90°
32.6'
EC.
TO DUNCANS
2734+06


LOT 38-
N 52° 42' W
LAKE
TIER "B"
MONTE RIO
97° 25'
3 2/5' CURVE
2 5/6
-CASCADE LAKE

TO DUPLICATES

CC 12" RT.

2713+02.9

LOT-11-

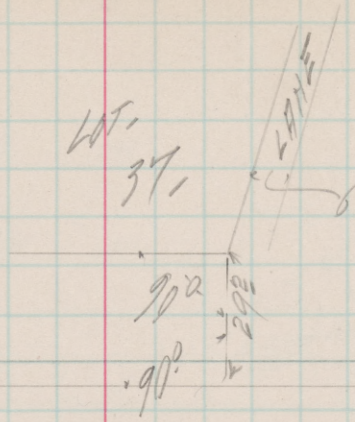
TIER A-

MONTE RIO

2711+79.0

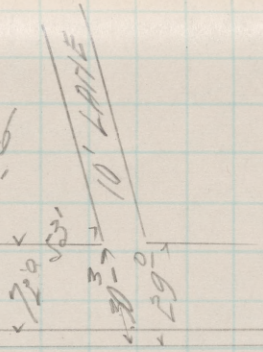
-25.9

-90°

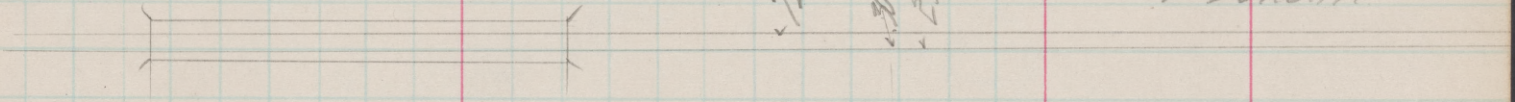

LOT
37
LANE
6'
90°
90°
TO DUNCANS
TIER "B"

TIER -B-
MONTE RIO.

LOT. 26.



TO DUNCAN -



1314.

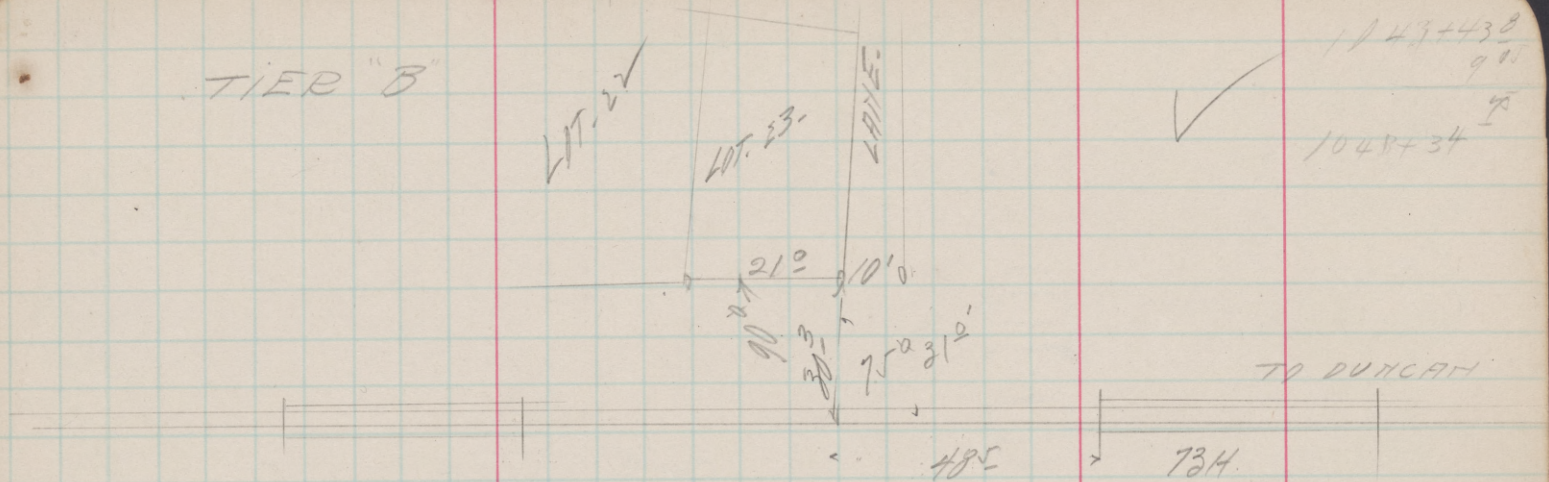
6+436.

2+87.56.

V

(64)

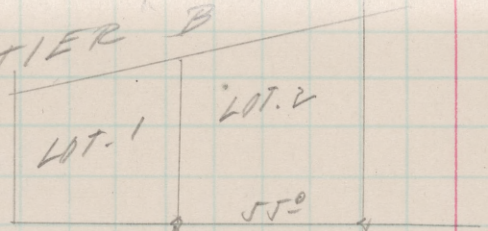
TIER "B"



1+43+43
9"

1048+34

MONTE RIO. TIER B



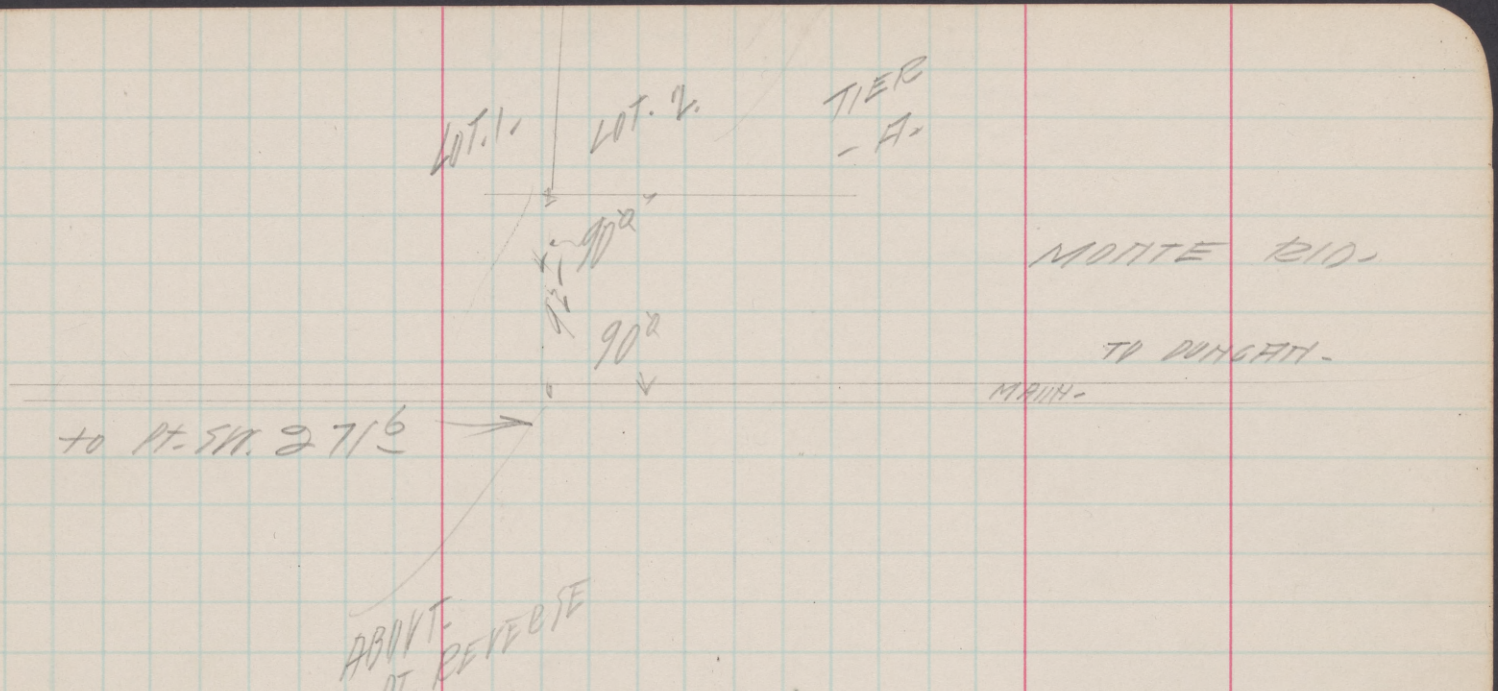
1041+32.7

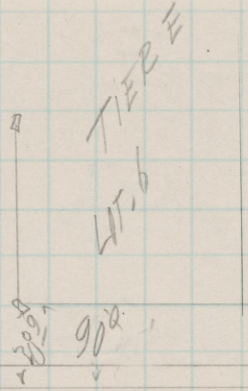
1041+45.0 P.S.

Sc. - 27

33.0
1.7
31.3

(50)

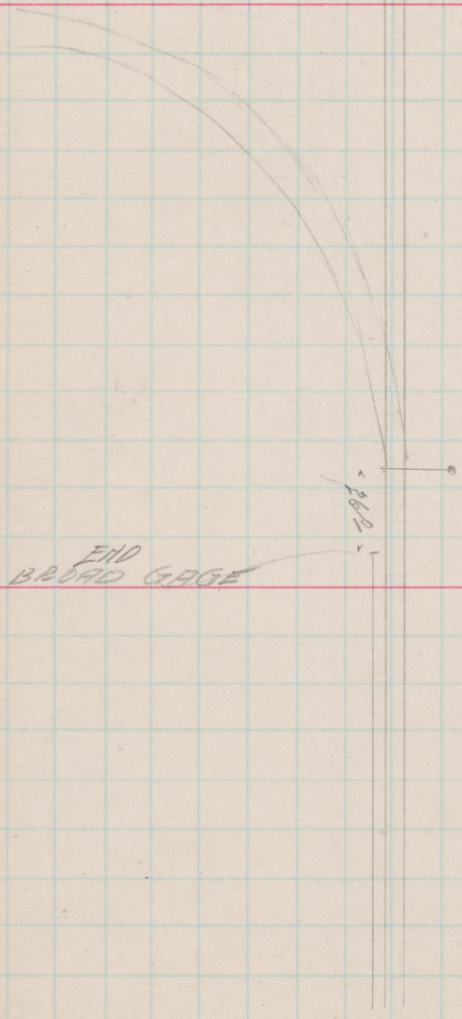

LOT. 1.
LOT. 2.
TIER
- A -
90°
90°
MONTE RIO -
TO DUNCAN -
MAIN -
to Pt. Sm. 2 7/6
ABOUT
PT. REYES

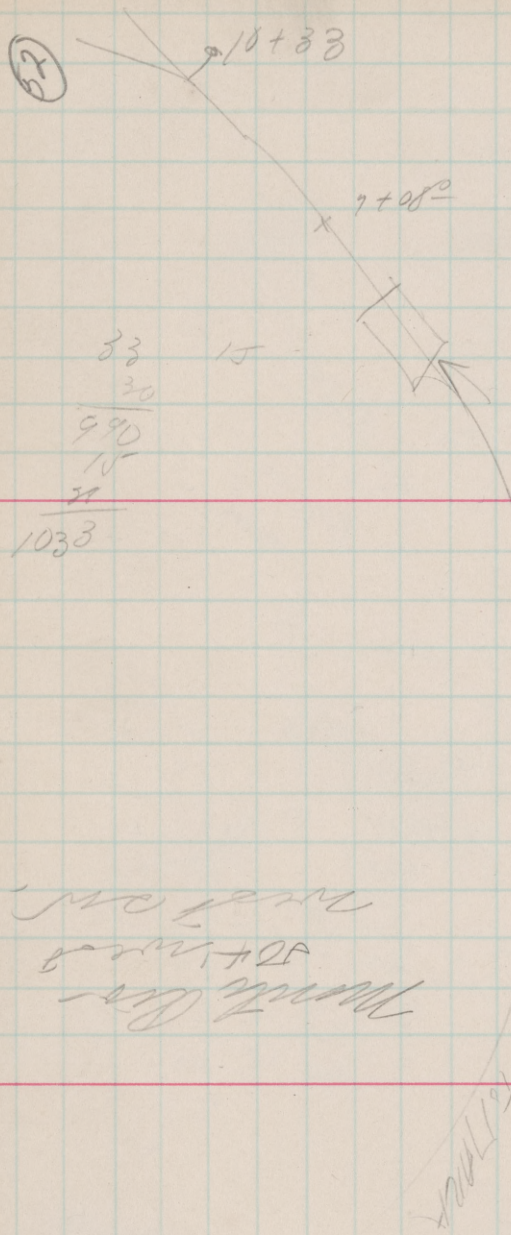


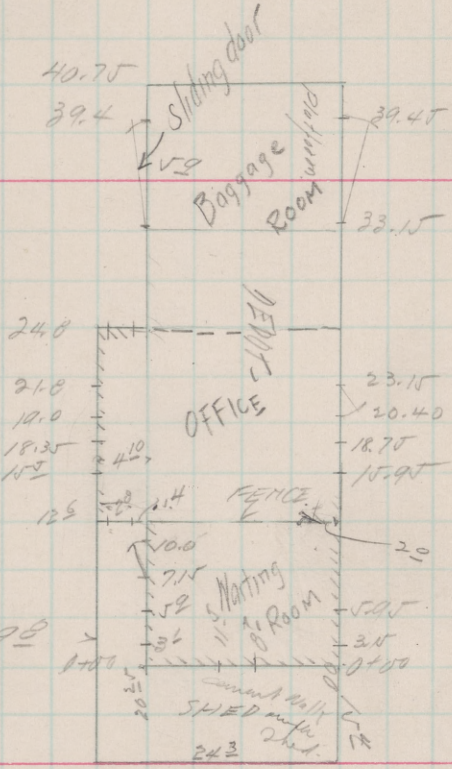
374.6
93
504.

(57)

DUNCAN MILLS.




10+33
7+08
33
30
990
15
1033
3475
0+00



Duncans Mills Depot.

To Station Bldg.

BOT. PIPE LEFT.		9.85	
" " R.		10.45	Left
top rail.		10+ 3/8	
BOT. rod. under bridge		9.75	Lt
" " "		8.64	Rt 95.7
then - 1+00.		8.5	
2+00		8.6	95.7
T.P.	7.9		96.4
	+4.0 - H.I. 100.4		
3+00.		-5.0	95.4
4+00		-5.0	
5+00		-5.6	
6+00	+6.1. H.I. 101.0	-5.5	94.9
7+00		-6.1.	
8+00		-6.2	
9+00		-6.2	
10+00		-6.3	94.7

1400 up- creek. distance. 7.6

2400 7.1.

3400- 6.2

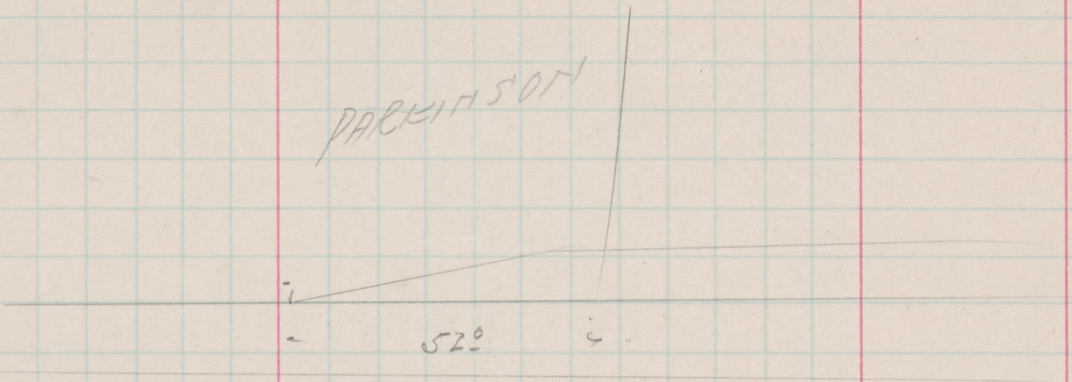
4400- 6.2

5400 6.0-

top road- 3.4

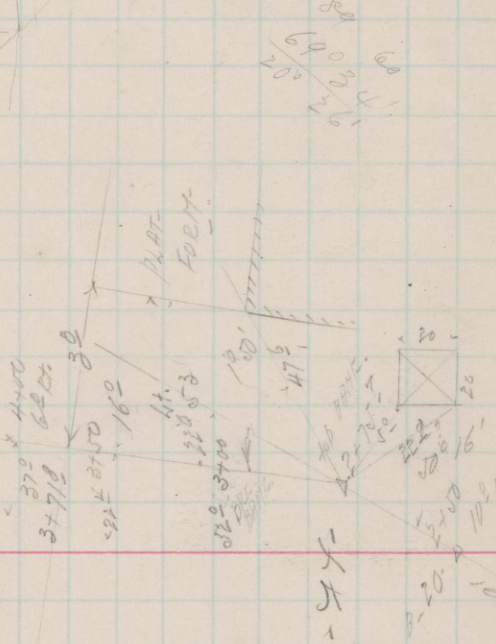
— GEYSERVILLE-

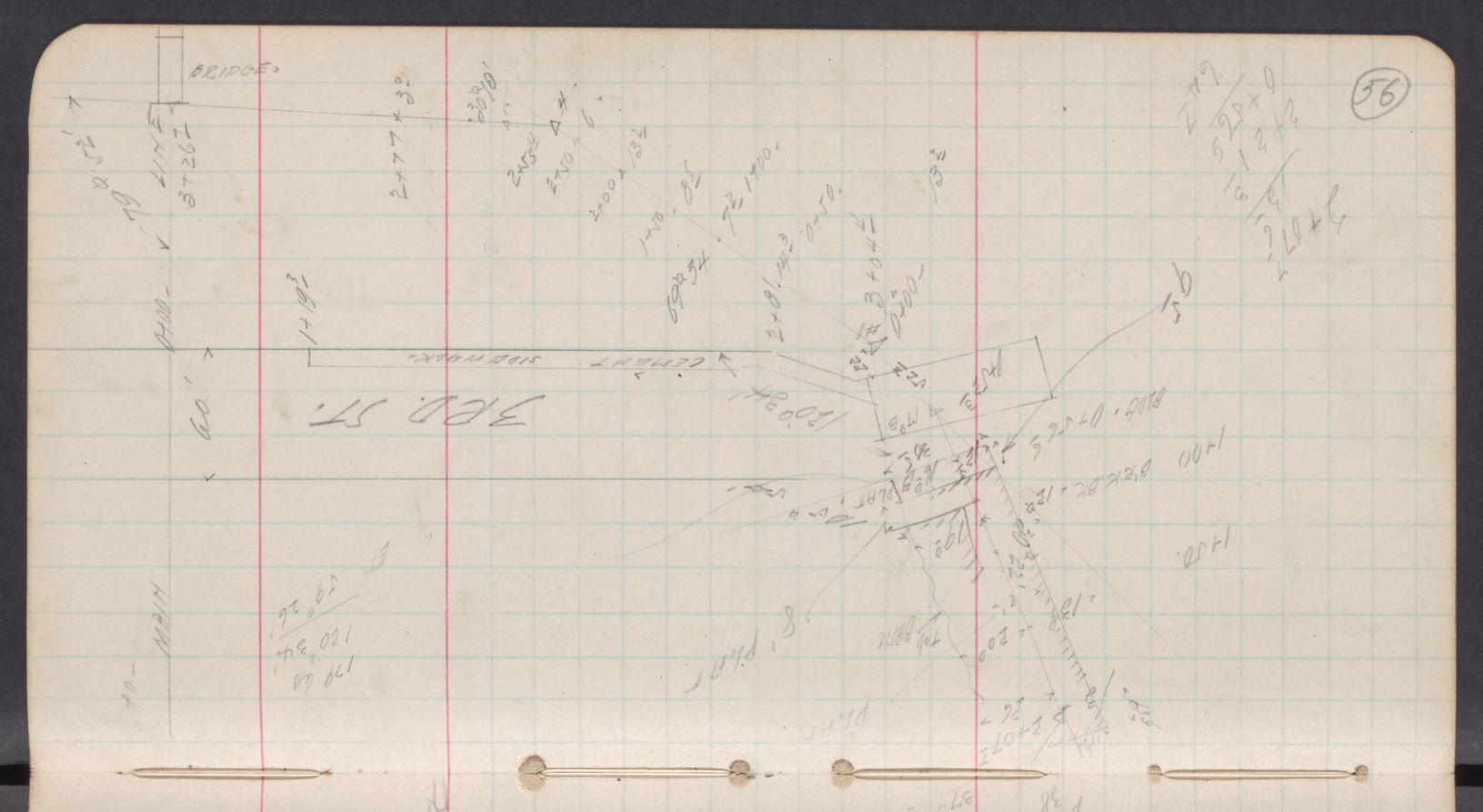
Prop. lowering of Calvert

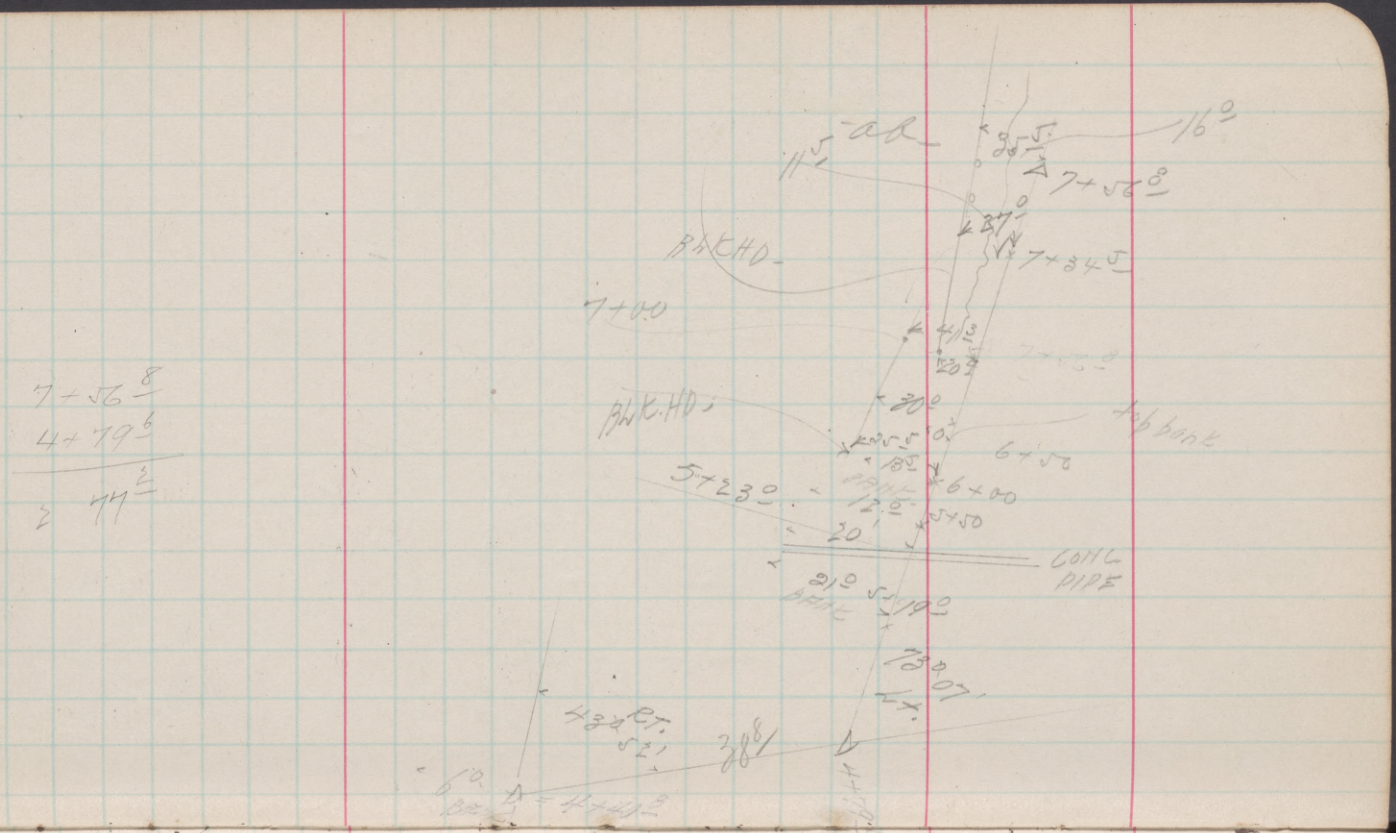

PARKINSON
52°

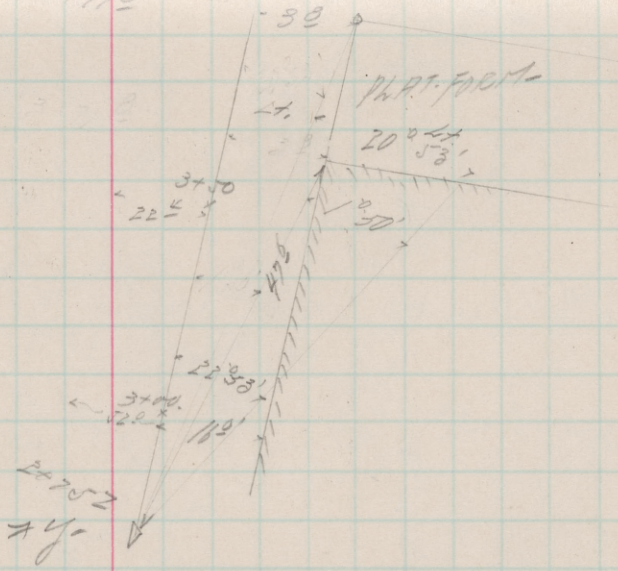
SANTA ROSA

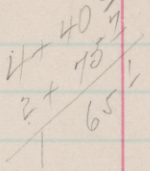
LOCATION OF CREEK



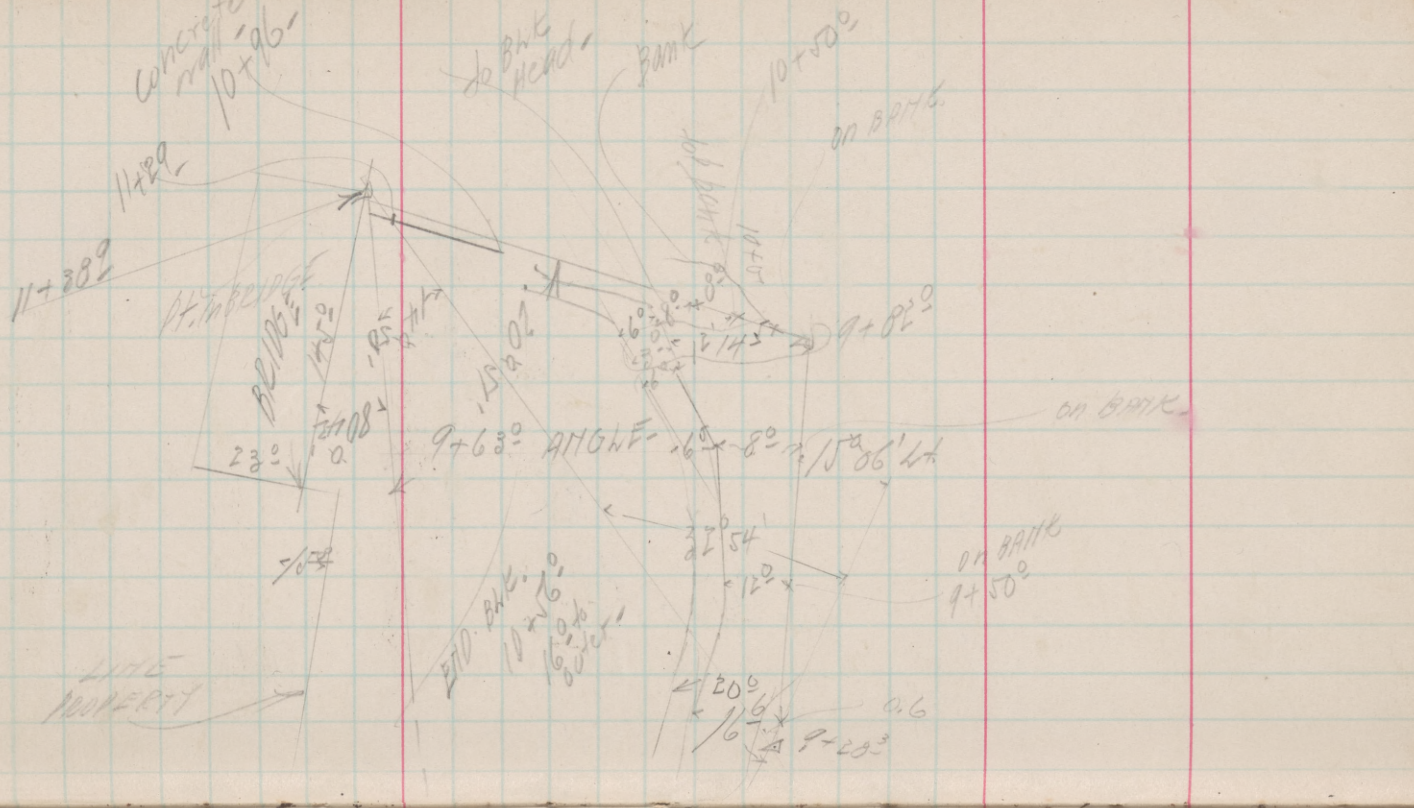

BRIDGE
CEMENT SIDEWALK
3RD ST.

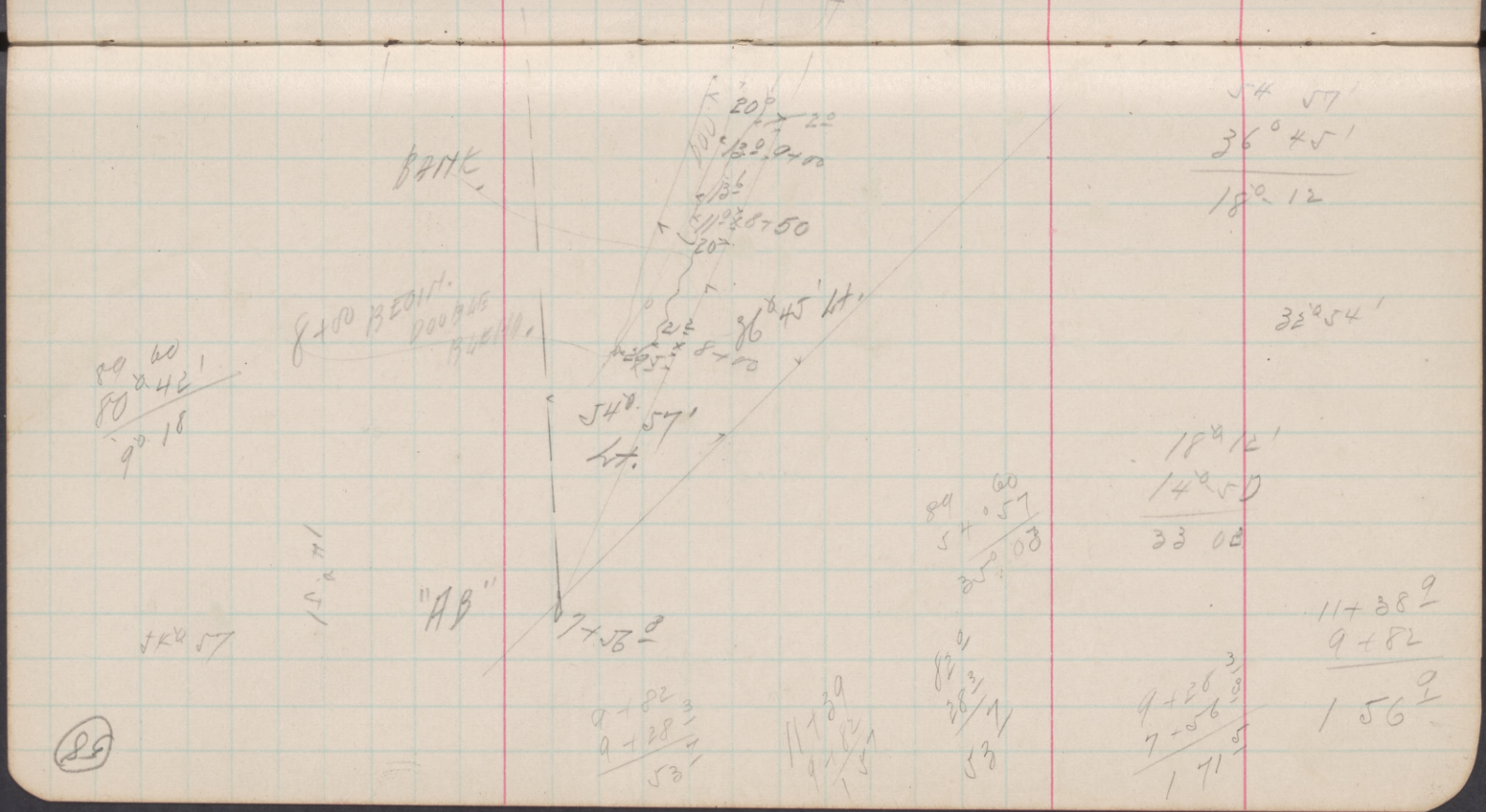

7+56.8
4+79.6
77.2
BANK HO.
7+00
BANK HO.
7+56.8
7+34.5
6+50
6+00
5+50
5+23.0
CONC PIPE
20
21.0
19.0
13.07
16.0
11.5
20.0
18.5
12.0
6.0

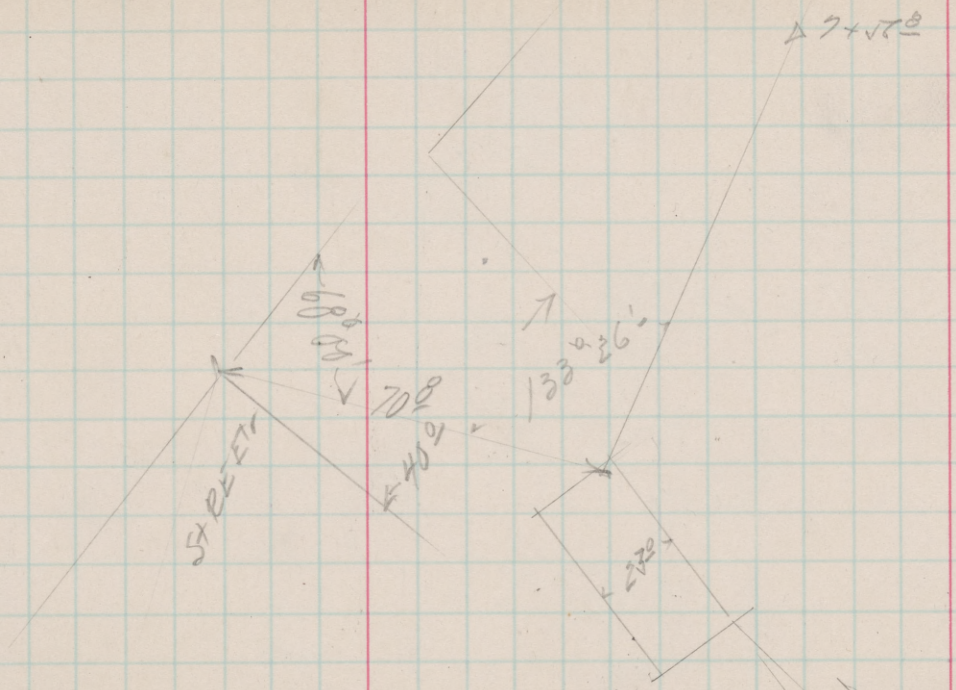




7+56.8
4+79.6
2 77.2

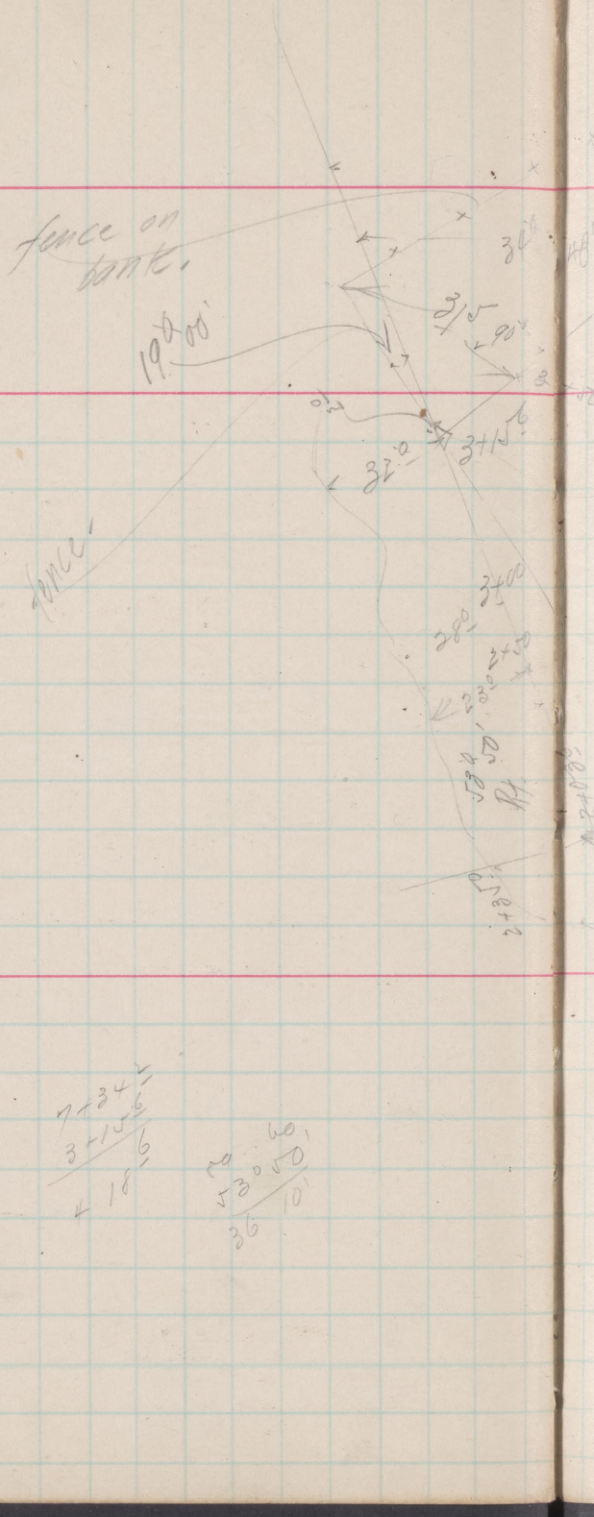

concrete rail 10+96
to bank head
bank
10+50
on bank
11+89
11+38
Lt. to bridge
Bridge
9+82
9+63
ANGLE
on bank
23°
Lt.
Rt.
bank
10+76
16.0
Lt. to bridge
20°
16
9+28
0.6
on bank
9+50

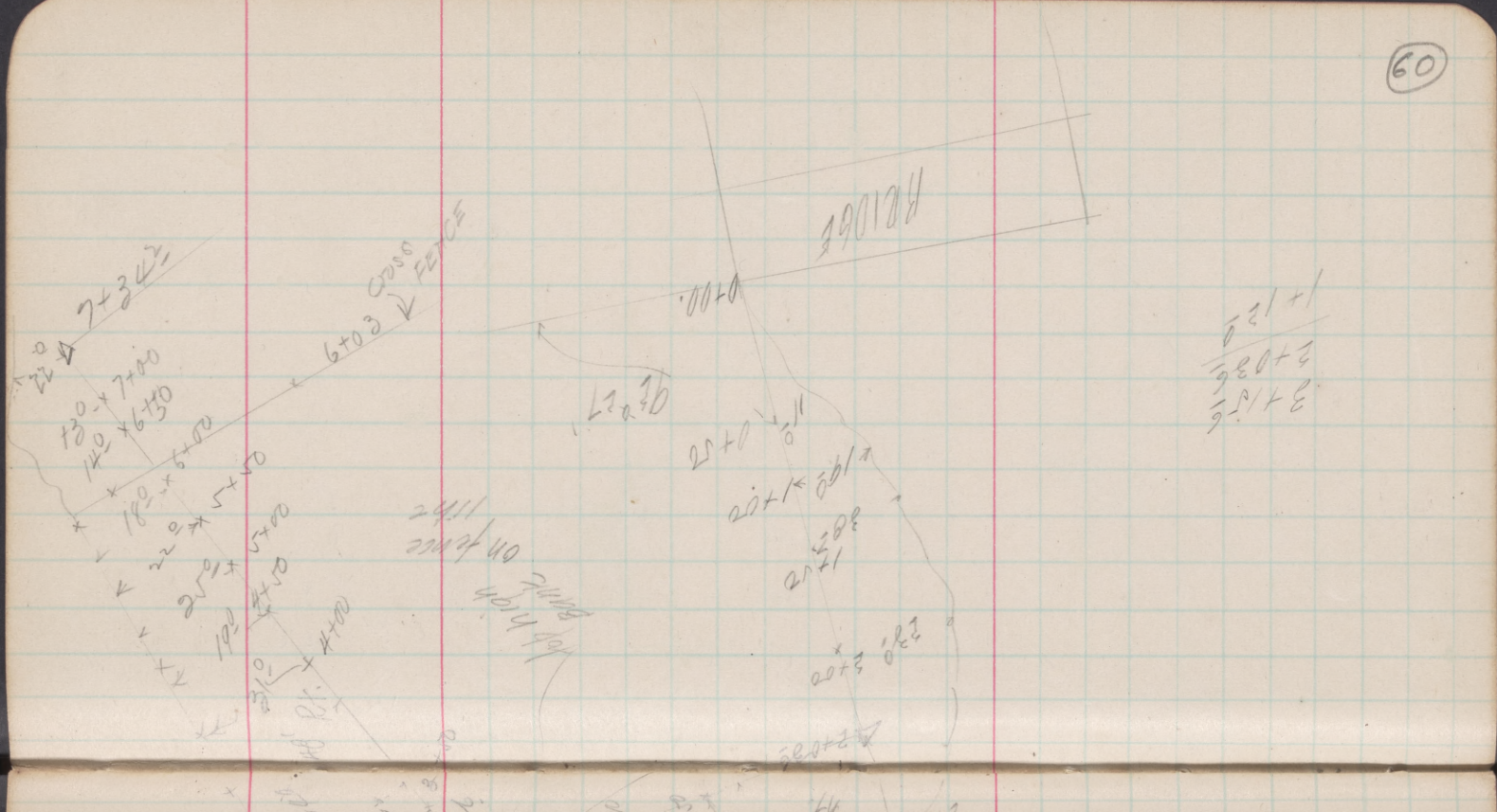

BANK
"AB"
36°45'
54°57'
32°54'
18°12'
89°60'
80°42'
9°18
89°60'
54°57
35°03
18°12'
14°50
33 02
54°57
11+38.9
9+82
1 56.9
9+82
9+28.3
53.1
11+38.9
9+82
1 56.9
9+26.3
7-55.8
1 71.5
7+56.9



PROP LINE
N 2°

3°00'


fence on bank.
19°00'
fence
3+00
2+50
3+34.6
3+15.6
18.6
40'
53°50'
10'
36'


ROAD
CROSS FENCE
7+34
13°
14°
18°
22°
20°
11°
19°
38°
32°
3+12
3+03
1+12

25.4
P.C. begins
60 + 33
14+01.2
N 20° 30' E
48.30
N 27° 30' E
14+48.2
77+86.4
N 70° 45' E
50'
80+60
80+00
N 24° 00' E
N 17° 45' W
74+34.2

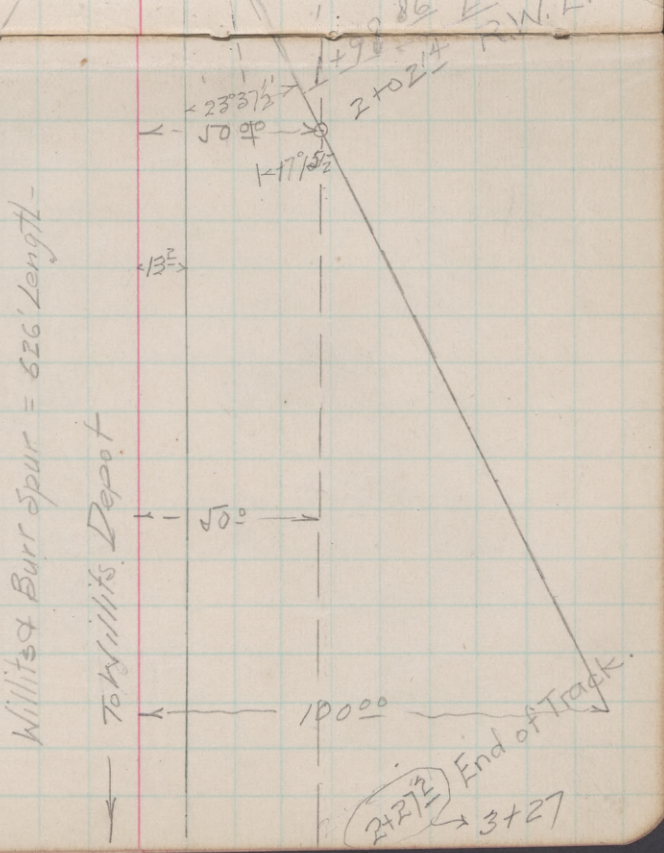
10 ×
9 + 86 4

10 + 84 0
9 + 86 4
98 5

14 to 5? Opp. Pt of Passing off R. of W. Line

- WILLITS -
Proposed Spur to Serve
Standard Oil Company -
10-21-1915 W.T.R.
W. J. Andrews -
G. L. Berry -

12+91 Opp. Prop. End of Spur -



18+08 P.S. Williams & Burr Spur

17+27 P.F. #9

16+12 P.S. Storage Track

16+02 P.S. Prop. Std. Oil Spur = 2+05 Spur

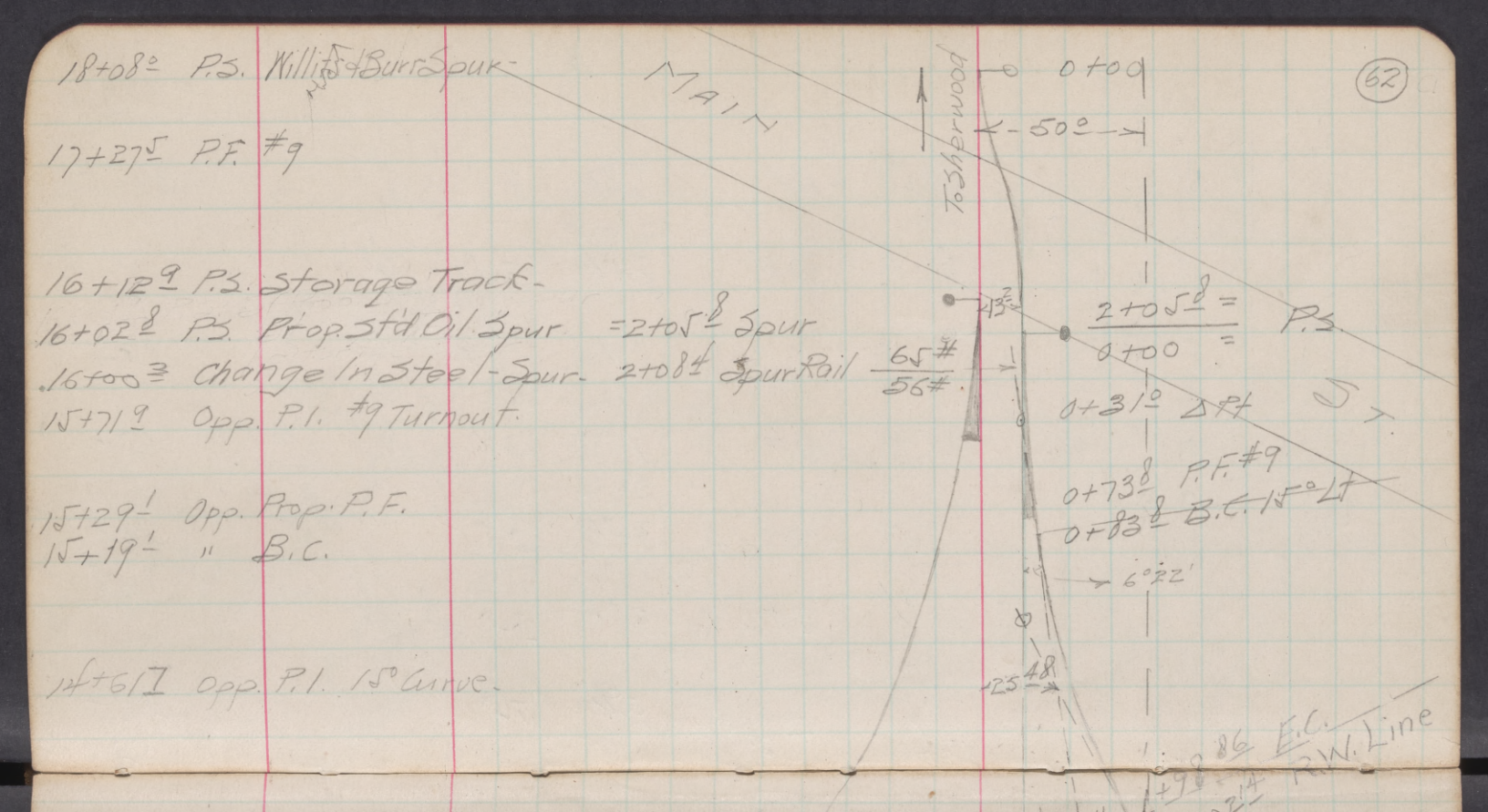
16+00 Change in Steel - Spur. 2+08 Spur Rail 65# / 56#

15+71 Opp. P.I. #9 Turnout

15+29 Opp. Prop. P.F.

15+19 " B.C.

14+61 Opp. P.I. 15° Curve.



+3.5			4.5	96.1				
+5.0						3.77	97.3.5	
+6.5			5.1	96.0				
2		3.42	3.42	9.5.6	X	4.5.0	96.6.2	
+2.5			5.5	9.5.6				
+5.0	Grade rods.	3.42	3.42	6.0	9.5.1	4.5.0	96.6.2	
+6.5			6.2	9.4.9				
3		3.42	3.44	5.3	9.5.8	4.5.0	96.5.2	
+7.2		3.42	3.43	5.4	9.5.7	4.5.0	96.5.2	

Level

WILTIT 5 -

Elevations & Grades Over Prop. Spur To Serve Standard Oil Co.

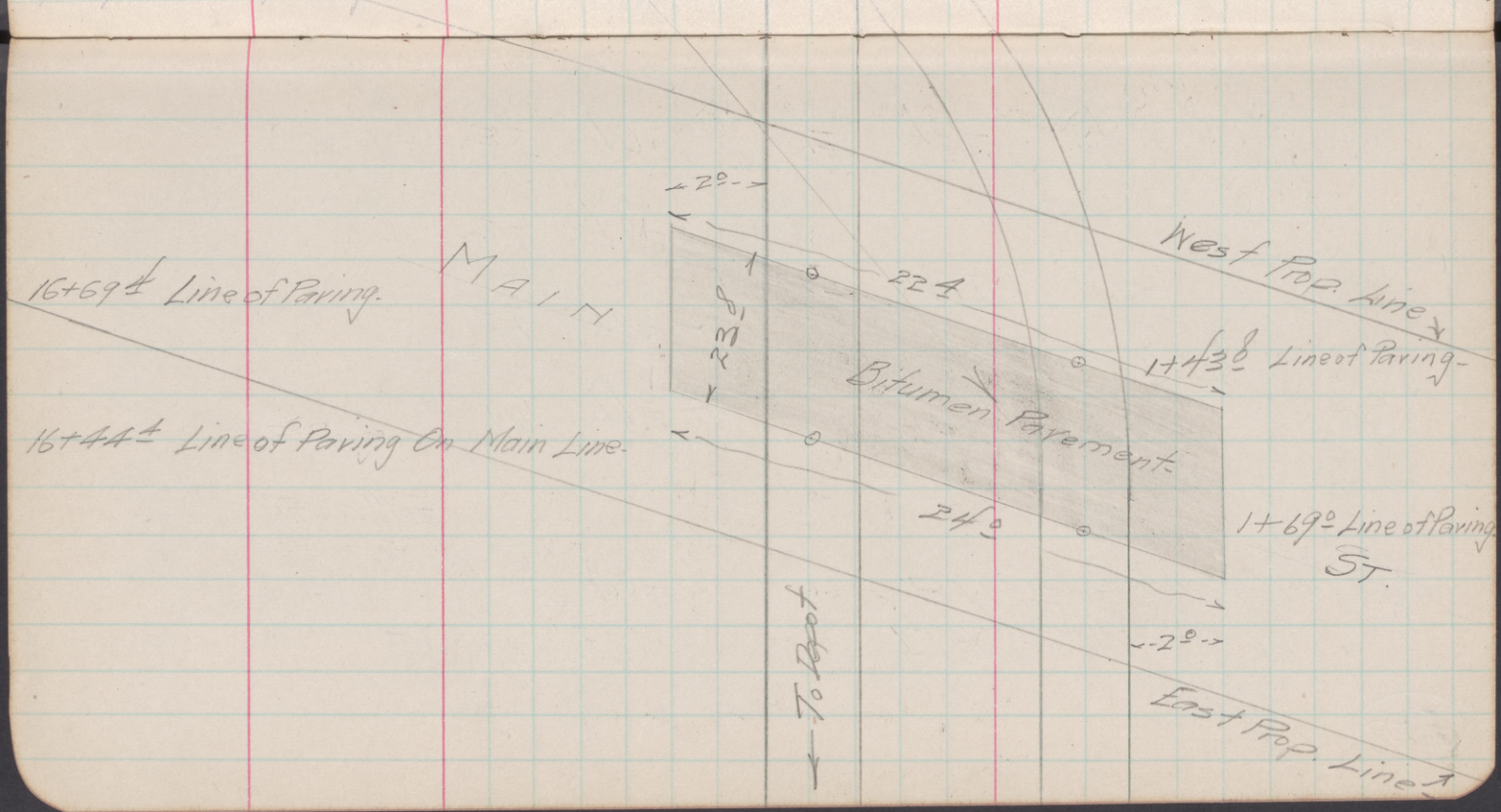
10-21-15 M.T.R./M.A. 1.6.B.

Ph 117. 3406.

Station	+ H.I.	- Elev.	- Top of Rail Grade -
B.M.		100 00	B.M. - Track Spike In Oak 100' Rt 14+50
	101 12		
0+00		1 8	99 3
0+73 8		2 9	98 2
0+80		2 65	98 47
0+83 8		3 1	98 0
1		3 5	97 6
+35		4 3	96 9
+50		3 77	97 3

Top of Tie - May Be

Note - Yardage Estimate Prepared On Basis Of Ground Being Entirely Level.


16+69± Line of Paving.
MAIN
16+44± Line of Paving On Main Line.
-2°-
1
22.4
23.8
1
West Prop. Line
1+43.8 Line of Paving
Bitumen Pavement
24.0
1+69± Line of Paving
ST.
-2°-
East Prop. Line

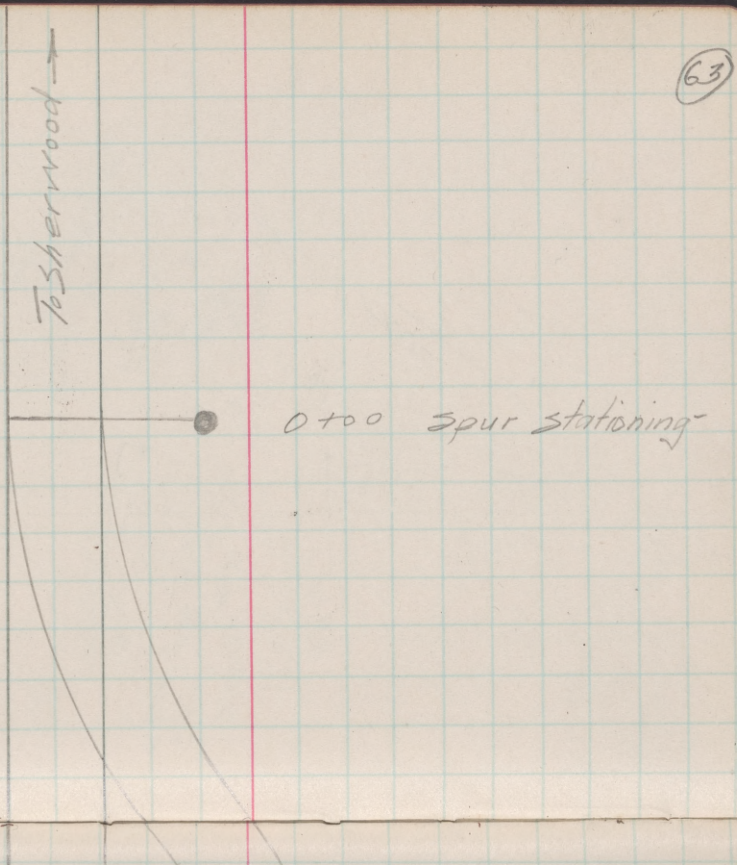
- WILLITS -

- Area Of Main St. Roadway -
Bitumened By R.R.
W.T.R. & W.J.A.
& L.B.

18 to 8 P.S. Willits & Burr Spur -

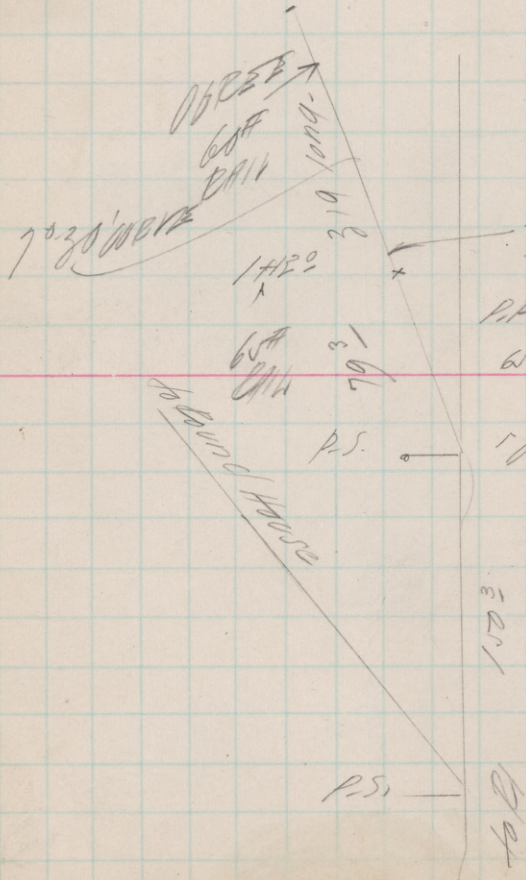
552 Sq. Feet
of Bitumen -

17+27.5 P.F. #9 Frog



- WILLITS -

LOCATION NEW STORAGE TRACK FOR ENGINES.

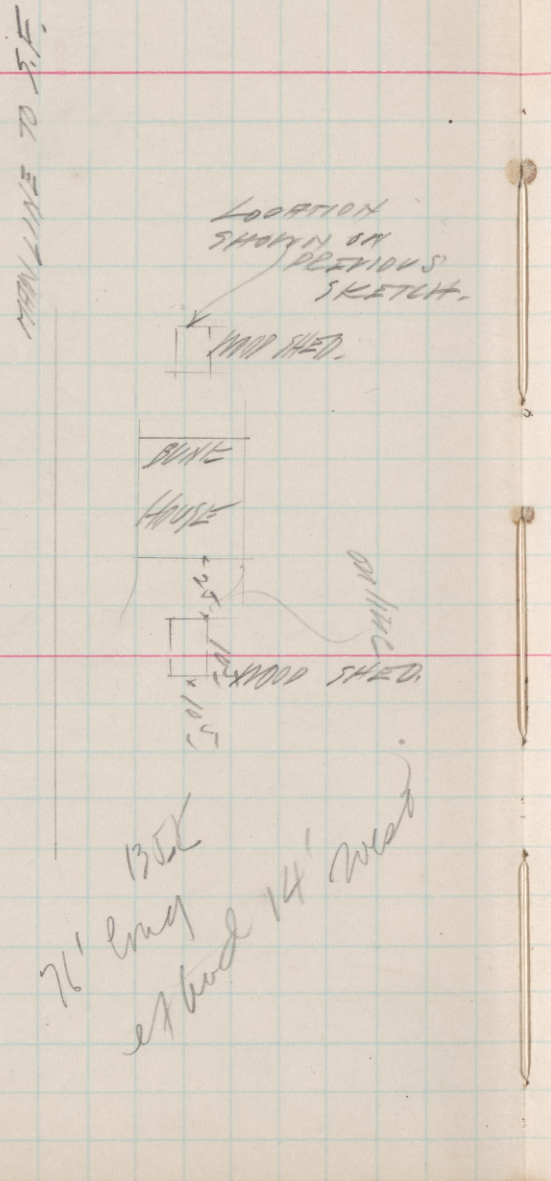


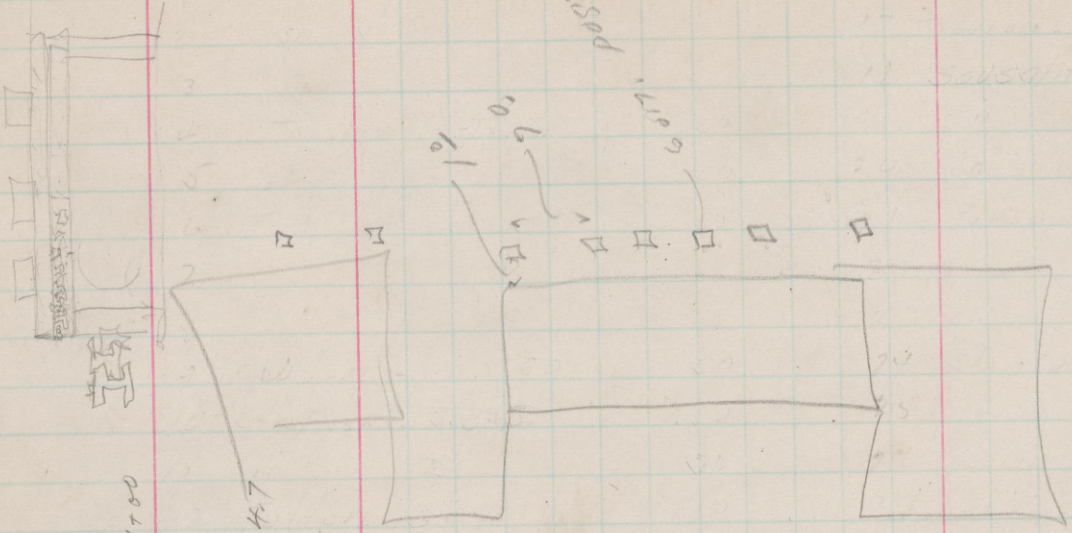
WEST OF RIDGEWOOD.

LOCATION
CONCRETE ARCH

— RIDGEWOOD —

LOCATION NEW WOOD SHEDS —

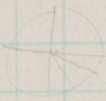



Possible Door
Door
Door
47

109
3.3
14.2

S 69° 47' E

S' 53° 37' E



5-5-

35 38.85 / 35

+3 5.5 / 8.5

6.

6-0 4.8 / 1.2

4.2 1.6 / 2.6

41- 1+

5-0 1.6. / 3.4

1-6.

16°

156.25

16 | 25.
16
90
80
100
96
40
32
8

Read Parkinson
Mrs. M. Moore -
Mrs. 8. 20. Betray -

37 75.

81 78 3 3/11
2 50 1.6
3 78
79 6.
7 200
329 6

62

357

17
52
91

17
91
8